



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES -- GREAT LAKES

MICHIGAN - OHIO

RECREATIONAL CHART 14842

SOUTH SHORE OF LAKE ERIE

From Port Clinton to Sandusky, Ohio
including Sandusky Bay

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

4842 15th Ed., Jan /08

Last Correction: 1/31/2008. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0915 (9/25/2015)

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HOW TO USE YOUR RECREATIONAL CHART

The purpose of this insert is to assist you in the use of this series of charts. If you are an accomplished sailor and navigator, familiar with charts and their use, then you can remove these introductory pages without affecting the use of your charts. These notes are for the use of the occasional or new chart user who sometimes has to look up the meaning of data appearing on the chart.

A. CHART VS. MAP

There are several major differences between a chart and a map, the main one being that a chart shows water depths while a map does not. Whereas a map tries to show every detail and elevation on land with a uniform blue for water, a chart shows only enough of the land features for orientation while contouring the water depths.

B. INDEX

The index of sheets shows you where each sheet of the series fits. To assist you in moving from one sheet to the next the sheets overlap and the borders of the individual sheets give the number of the adjoining sheet.

C. GENERAL CHART INFORMATION

Each sheet has the following characteristics:

Scale: Large, in order to show all navigationally important detail. A scale of 1:15,000 means that one inch on the chart represents 15,000 inches on the ground.

Distance: Bar scales are provided for measurement in both feet and miles.

Colors: Buff is used for all land areas, blue tint for water 1 to 6 ft deep, light blue tint for water 6 to 12 ft deep, white for water over 12 ft deep, yellowish-green for shallow areas that are uncovered during periods of low water, black for the shoreline and for man-made structures, and magenta for lights and important notes.

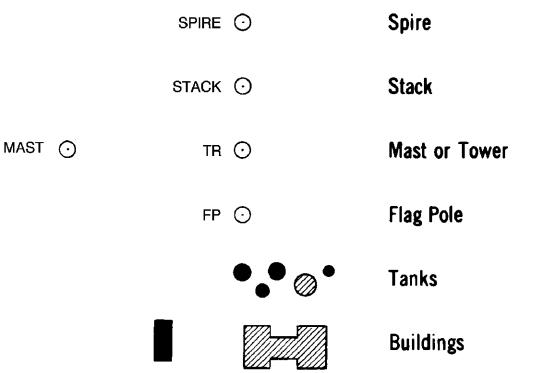
D. DEPTHS

The main purpose of a chart is to depict or indicate depths in order for you to stay in waters deep enough for your boat. To do this, you have to know the draft of your own craft (the depth of water required to keep any part of your boat from touching bottom) and the depth of the area you are moving in. Where the water is deep enough to pass your craft safely, you may cruise at will. Where it is not, you should not enter.

All point depths (soundings) and depth contours are given in feet below Low Water Datum. This is an artificial fixed water surface used as a base for measurement, and is usually lower than the water levels which normally occur during the navigation season. The fluctuations to be expected along with the actual record highs, lows, and 10-year average, are shown on the index (first) sheet for the chart folio. Generally, during the boating season the actual water level remains $\frac{1}{2}$ to 1 foot above Low Water Datum and the actual depths are correspondingly greater than charted depths, so the depths shown on the chart can be used with a slight margin of safety. But to be sure, particularly during periods of low water levels, the latest Monthly Bulletin of Lake Levels should be used with your chart. In addition, local newspapers and radio stations carry announcements of water levels and forecasts.

E. LOCATING YOURSELF

1. Landmarks—The secondary purpose of a chart, to enable you to know your boat's location, is made easy within sight of land by the use of the prominent shore line landmarks and numbered buoys or watermarks. The most obvious landmarks from the water are large smoke stacks, towers, masts and tanks. Knowing the chart symbols for these will assist you quickly to orient your chart:



On the open lake at some distance from land, the problem of location is more difficult, but from the standpoint of sufficient depths, is not as important since the water will generally be deep enough for small craft operation. However, you should check your chart to be sure.

E. 2. Buoys—The "highway" markers of the water channels are the numbered buoys. These take several sizes and shapes such as cans (squat cylinders) and nuns (cylinders with conical tops) and are placed along the sides of a channel, at turns, at points where channels divide, at harbor and marina entrances, and to mark certain obstructions, such as shoals and other underwater hazards. Those along a given channel are placed in an increasing numbered sequence moving upstream or from seaward with the even-numbered markers on the starboard (right hand) side and the odd-numbered on the port (left hand) side of the channel. In addition, the even-numbered (starboard) markers are red in color while the odd-numbered (port) markers are green. Naturally, this sequence is reversed if you are moving downstream or seaward, with even (red) on your port and odd (green) on your starboard. Identification of such aids while you are cruising not only directs or warns you but also gives you an excellent check of your position. The symbol for a floating buoy is:

Chart Symbol	Actual Appearance	Name	Meaning
G C "7"		Green Can No. 7	Mark left side of channel (when traveling upstream)
R C "4"		Red Nun No. 4	Mark right side of channel (when traveling upstream)
GR C		Horizontally Banded Can (unnumbered)	Marks an obstruction or junction of two channels
RW C		Vertically Striped Can (unnumbered)	Marks the fairway (middle of the channel)

3. Other Location Aids—The names of many factories, docks, and marinas can be read from the water and likewise identified on the chart to assist you in locating yourself. Other aids are bridges, overhead cables, and sometimes partly submerged objects that can be located on the chart as well as physically seen.

Last Correction: 1/31/2008. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0915 (9/25/2015)

INDEX TO SHEETS

OF

SOUTH SHORE OF LAKE ERIE

FROM PORT CLINTON TO SANDUSKY, OHIO

INCLUDING SANDUSKY BAY



Polyconic Projection
North American Datum of 1983
(World Geodetic System 1984)

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....569.2ft

Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985)
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 6 for important supplemental information.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Pump out facilities

NOTE D

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, OH, or at the Office of the District Engineer, Corps of Engineers in Buffalo, N.Y.

Refer to charted regulation section numbers.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

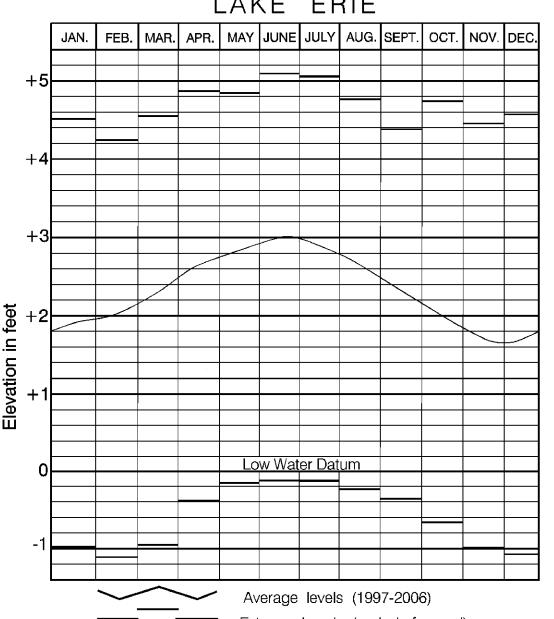
Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a NDZ are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

CAUTION

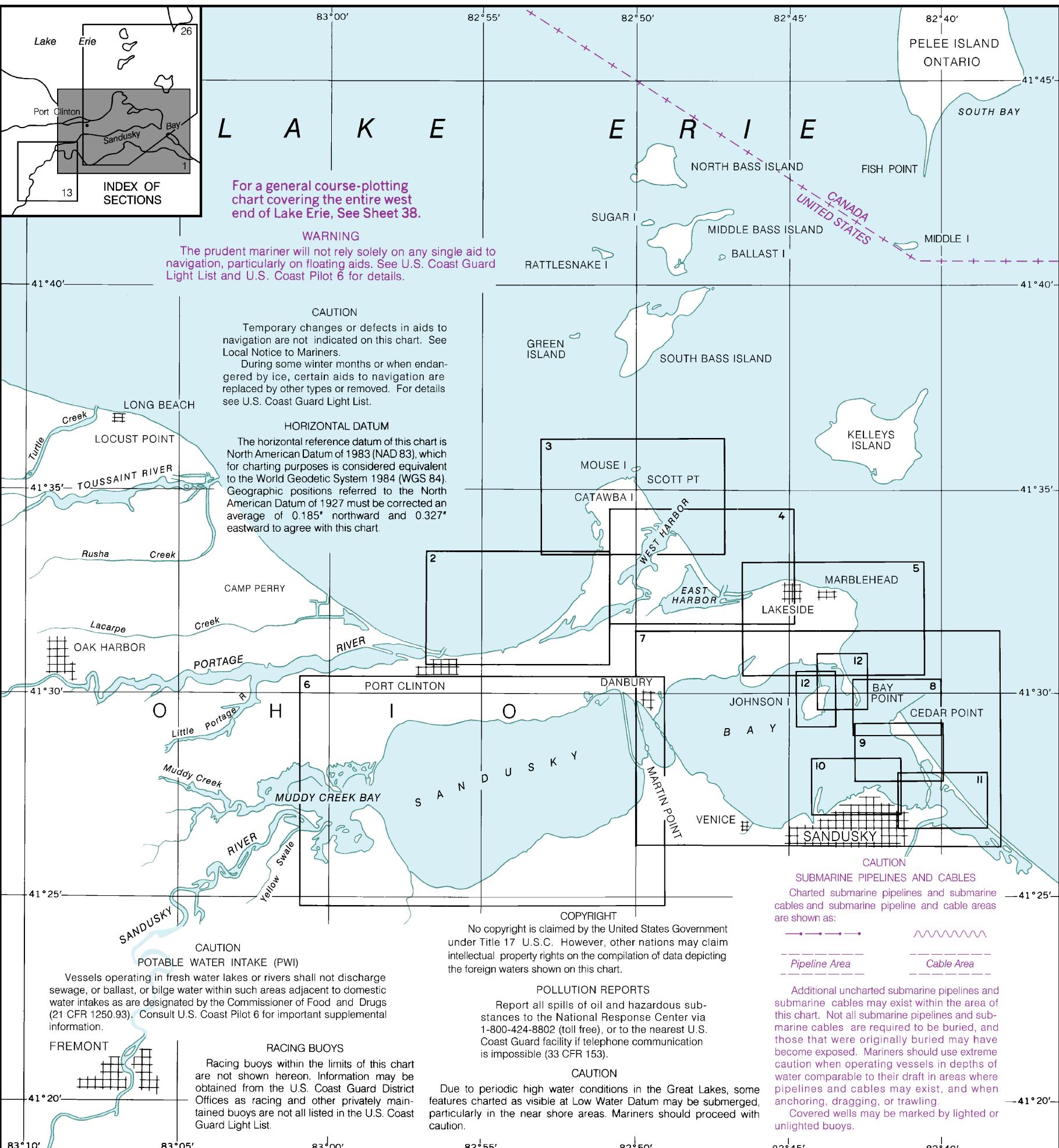
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
 (Accurate location) (Approximate location)



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.



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SOUTH SHORE OF LAKE ERIE PORT CLINTON TO SANDUSKY

Scale 1:20,000

SOUNDINGS IN FEET

FEET

STATUTE MILES

.5

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JOINS CHART 14846 PAGE 33

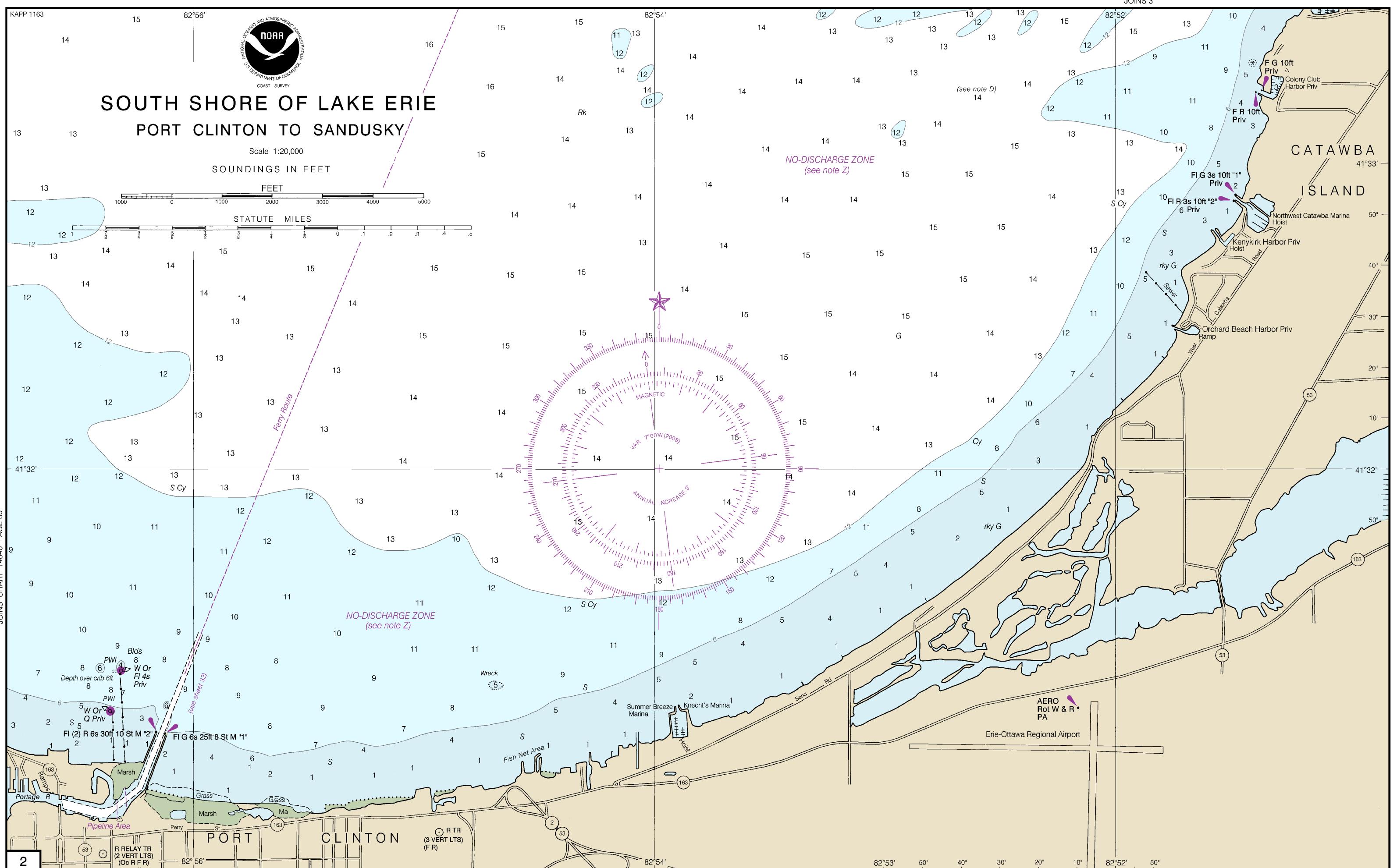
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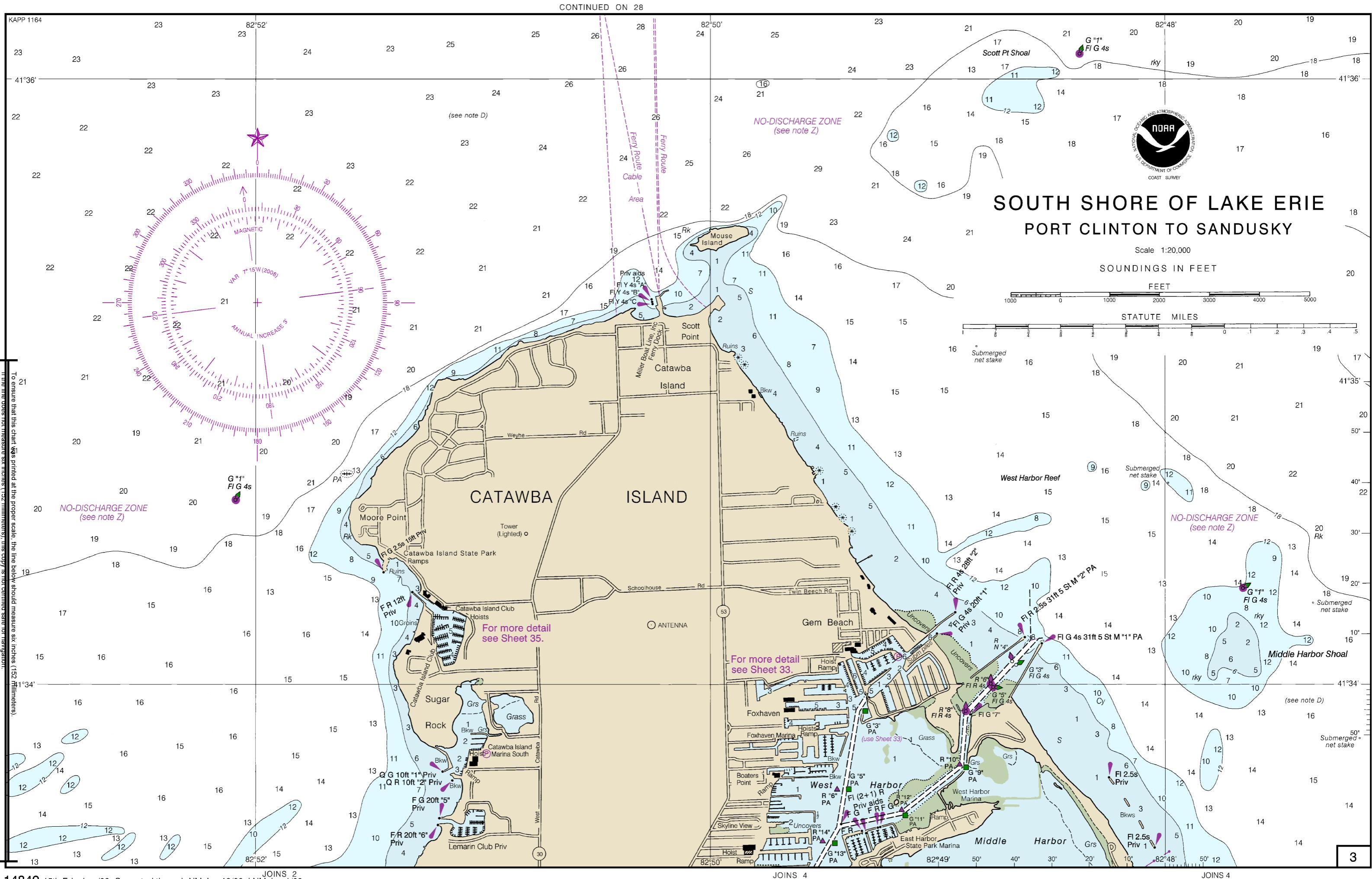
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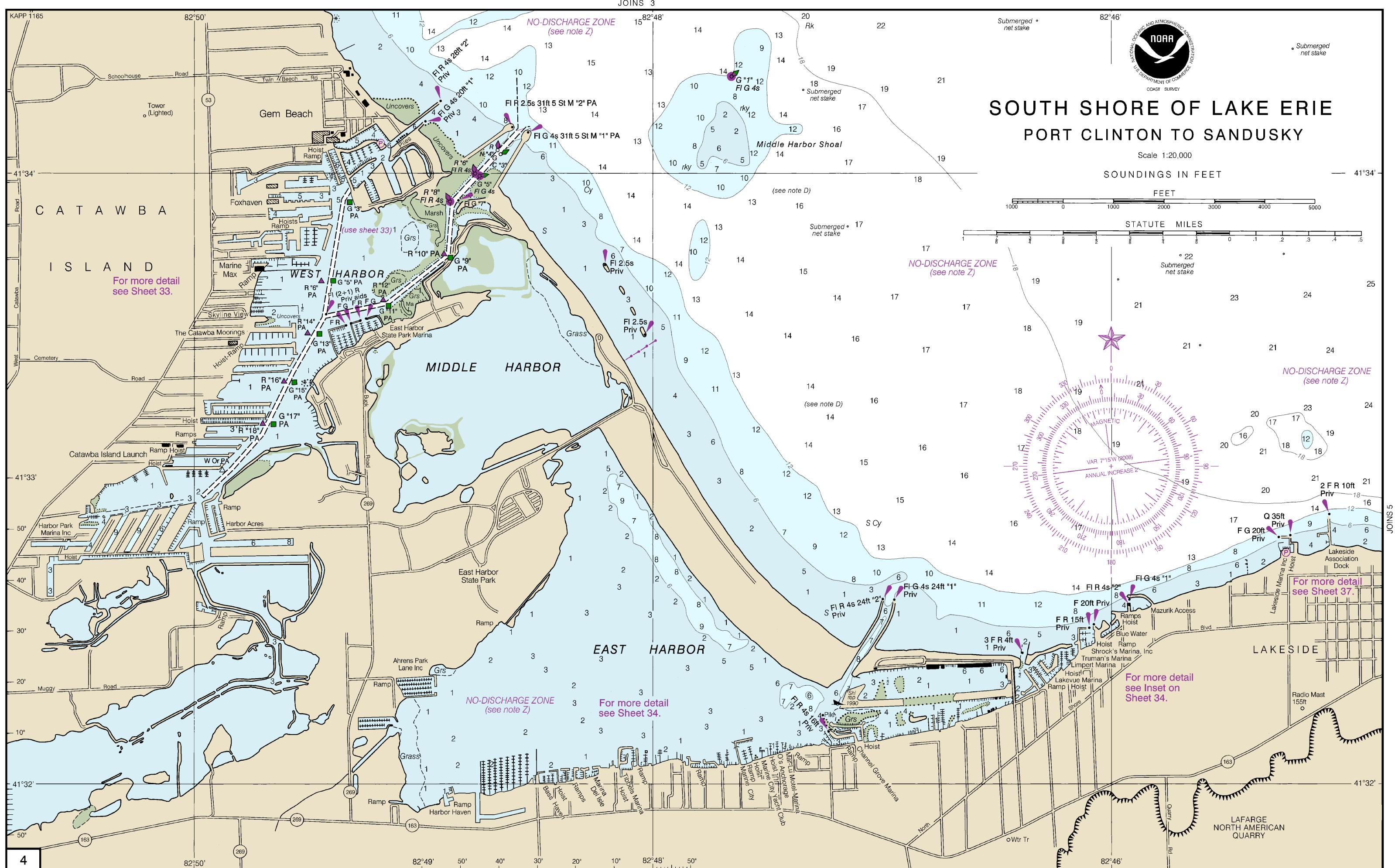
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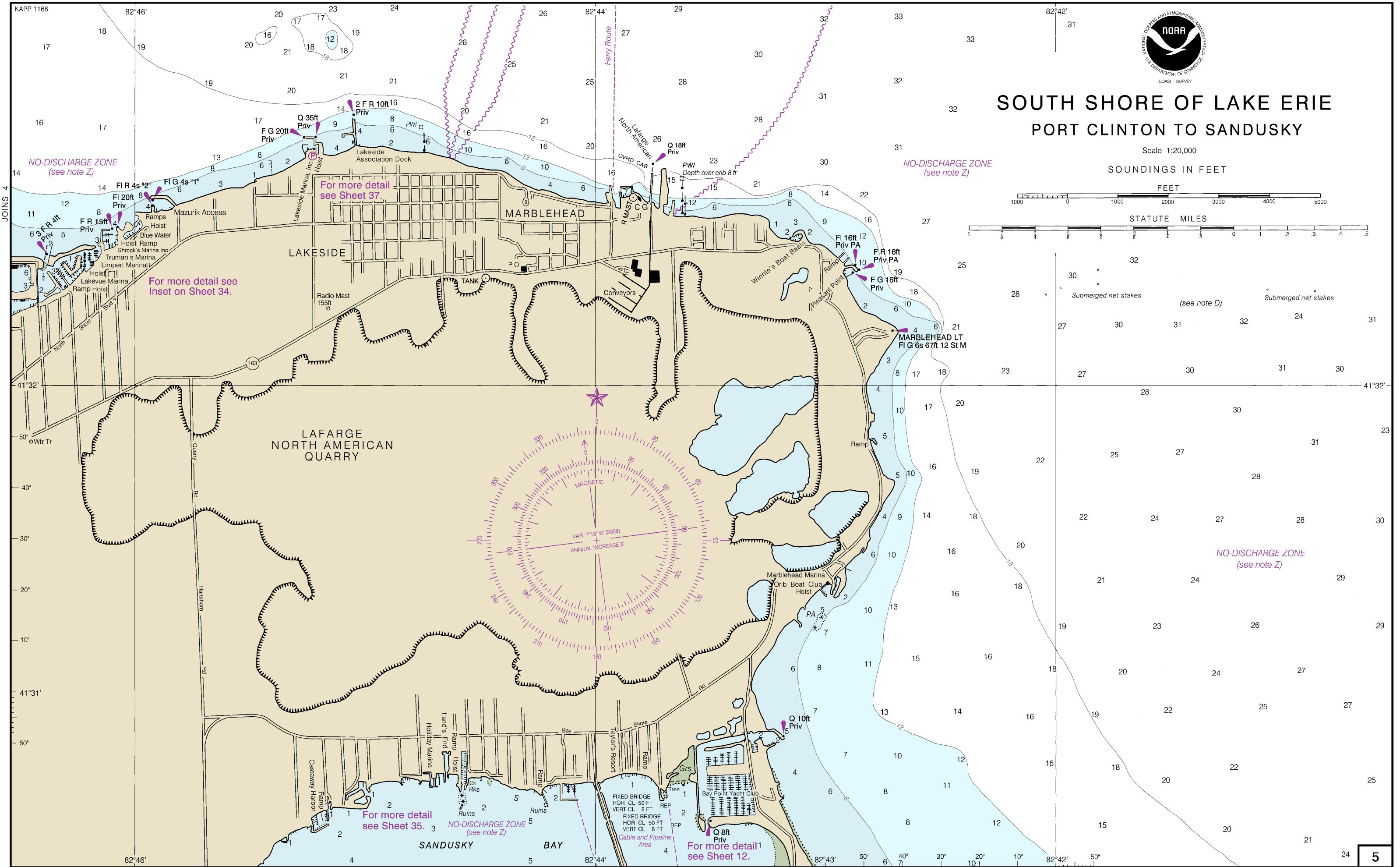
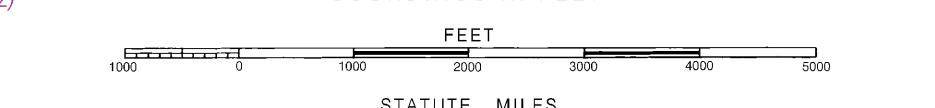




SOUTH SHORE OF LAKE ERIE PORT CLINTON TO SANDUSKY

Scale 1:20,000

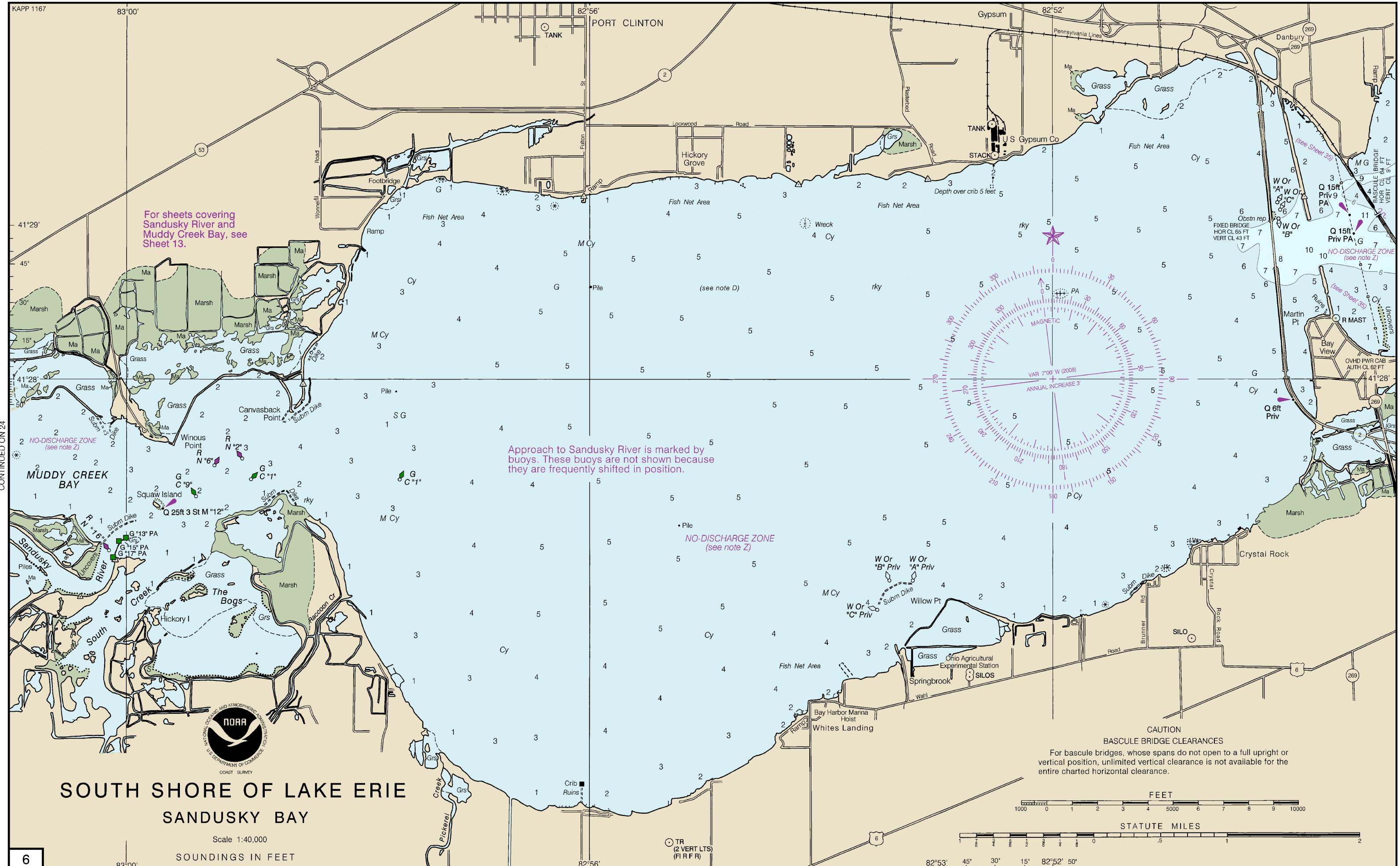
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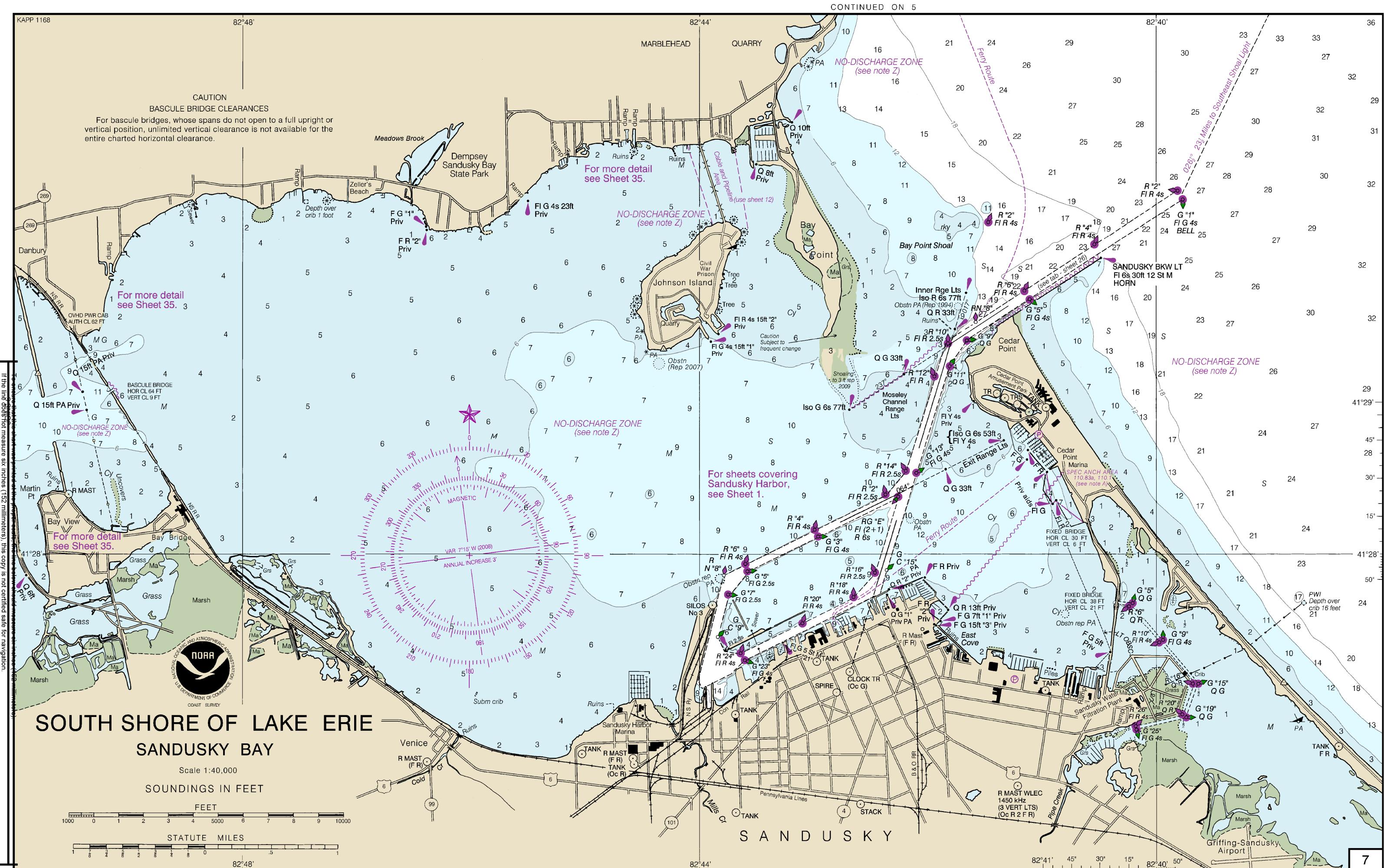


14842 15th Ed., Jan /08; Corrected through NM Jan 12/08, LNM Jan 1/08

CONTINUED ON 7

Last Correction: 9/19/2012. Cleared through:
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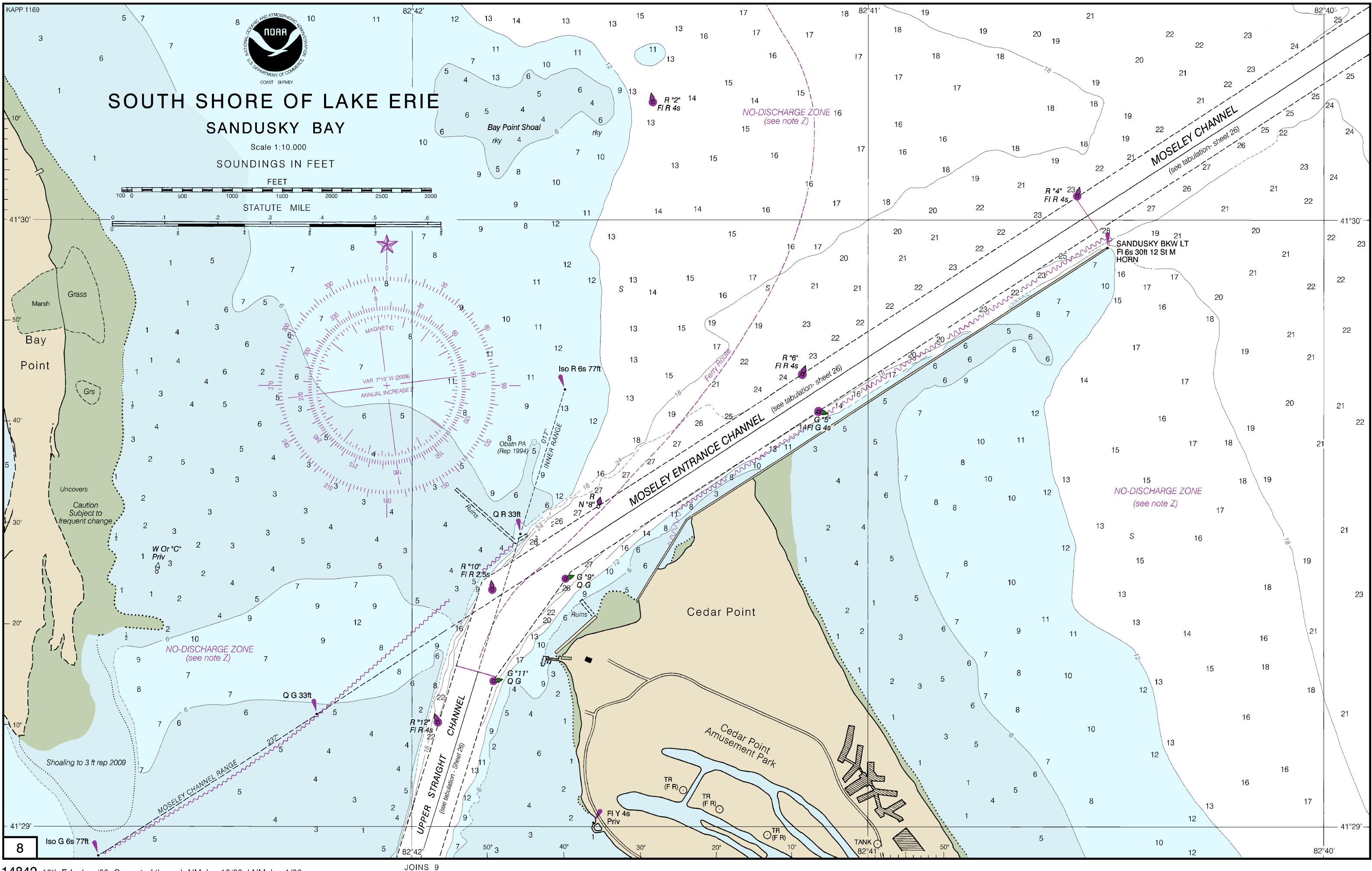
SOUTH SHORE OF LAKE ERIE SANDUSKY BAY

Scale 1:10,000
SOUNDINGS IN FEET

FEET
STATUTE MILE

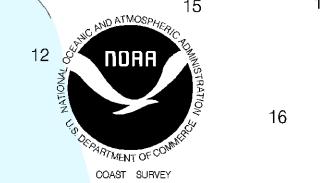
JOINS 10

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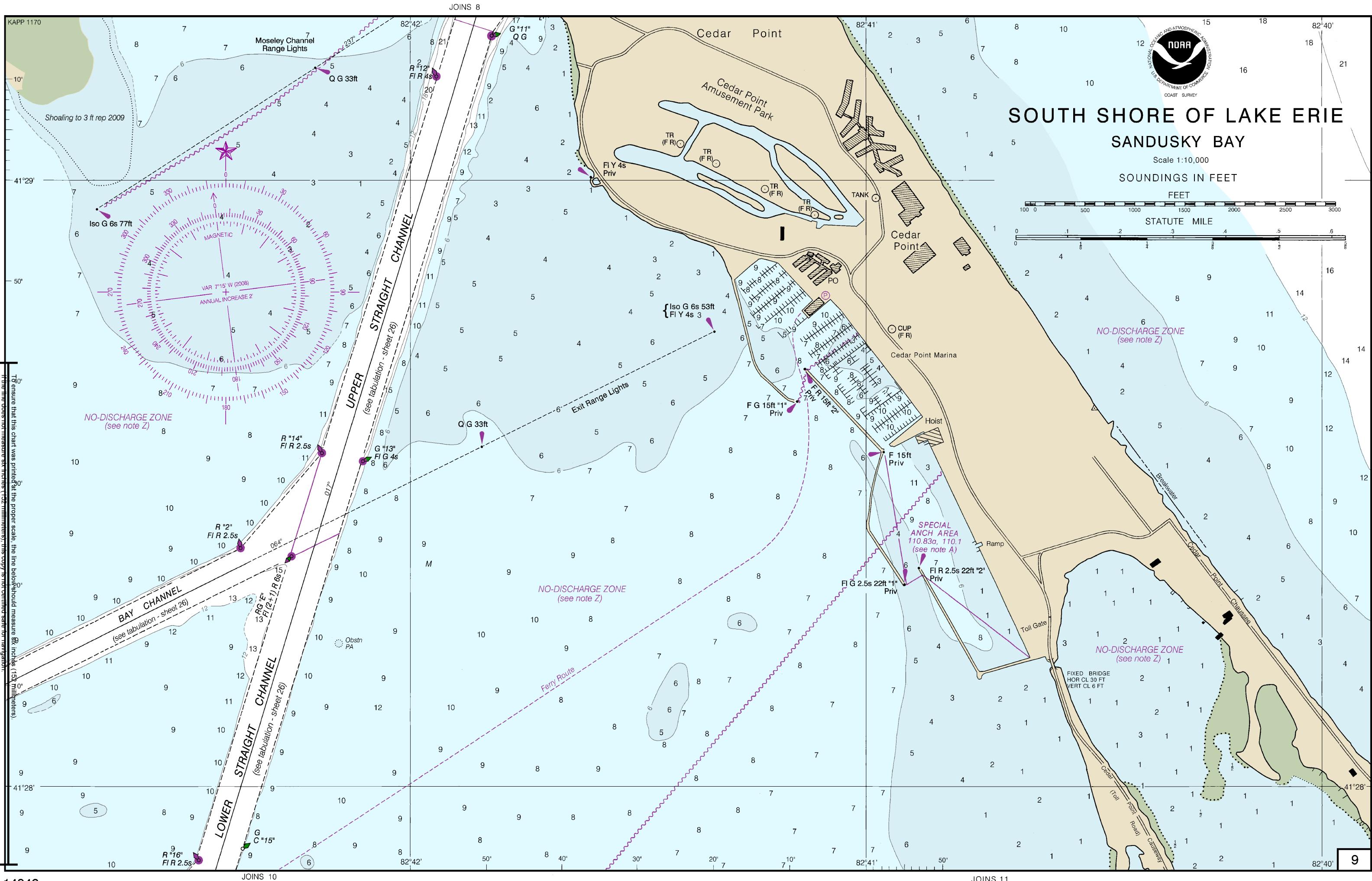


SOUTH SHORE OF LAKE ERIE

SANDUSKY BAY

Scale 1:10,000

SOUNDINGS IN FEET



14842 15th Ed., Jan /08; Corrected through NM Jan 12/08, LNM Jan 1/08

JOINS 11

Last Correction: 3/13/2015. Cleared through:
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SOUTH SHORE OF LAKE ERIE SANDUSKY BAY

Scale 1:10,000

SOUNDINGS IN FEET

FEET
STATUTE MILE

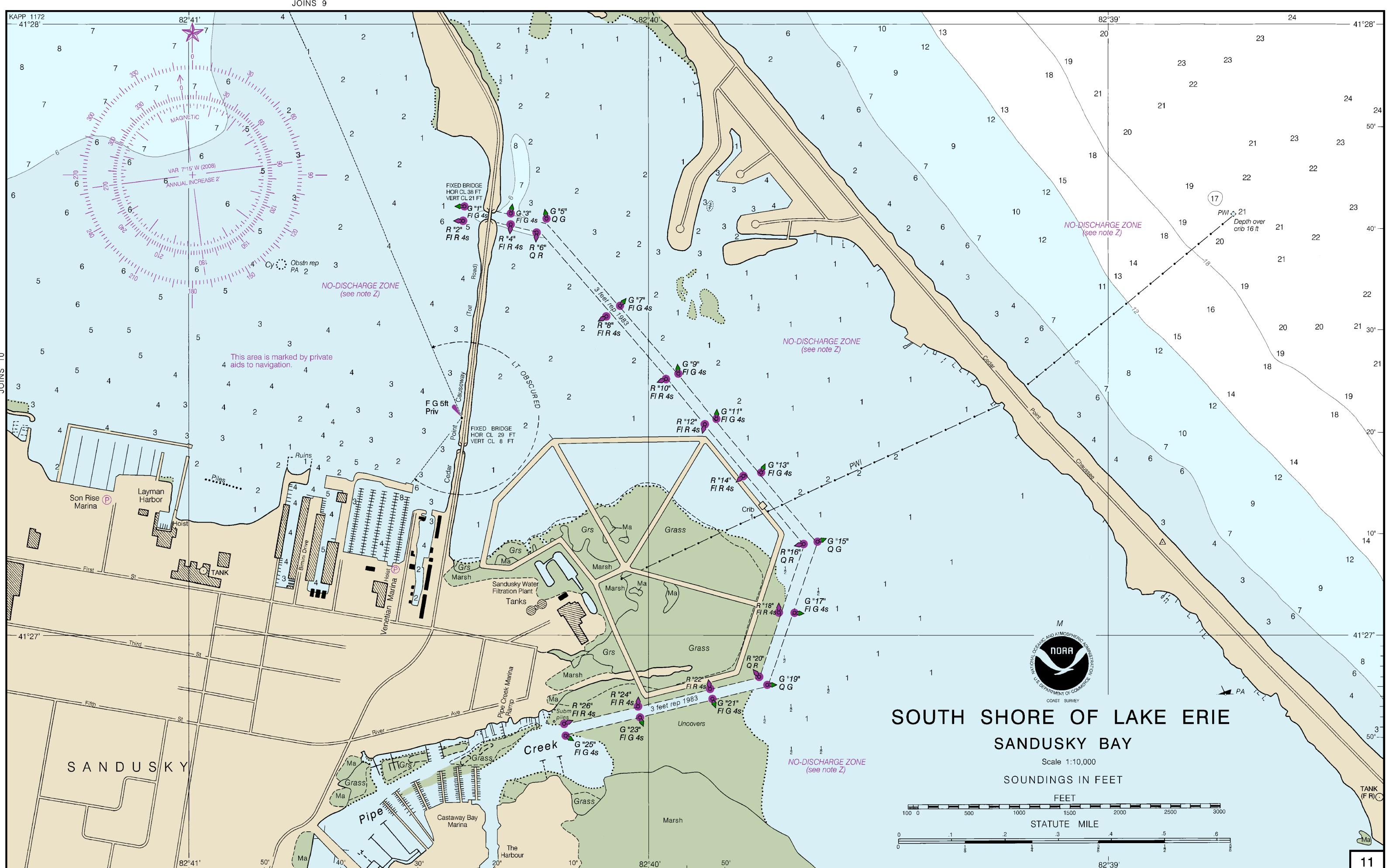
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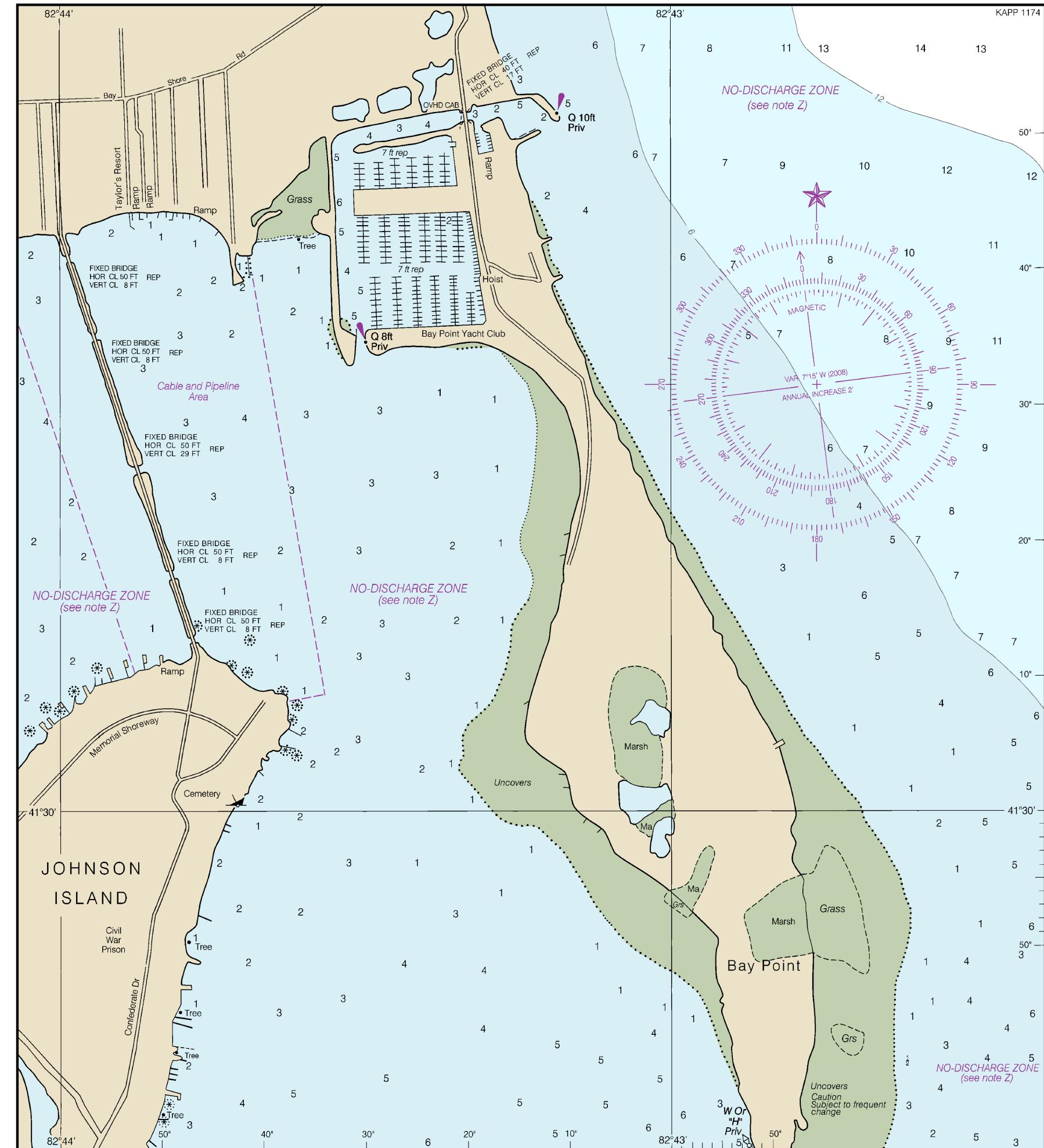
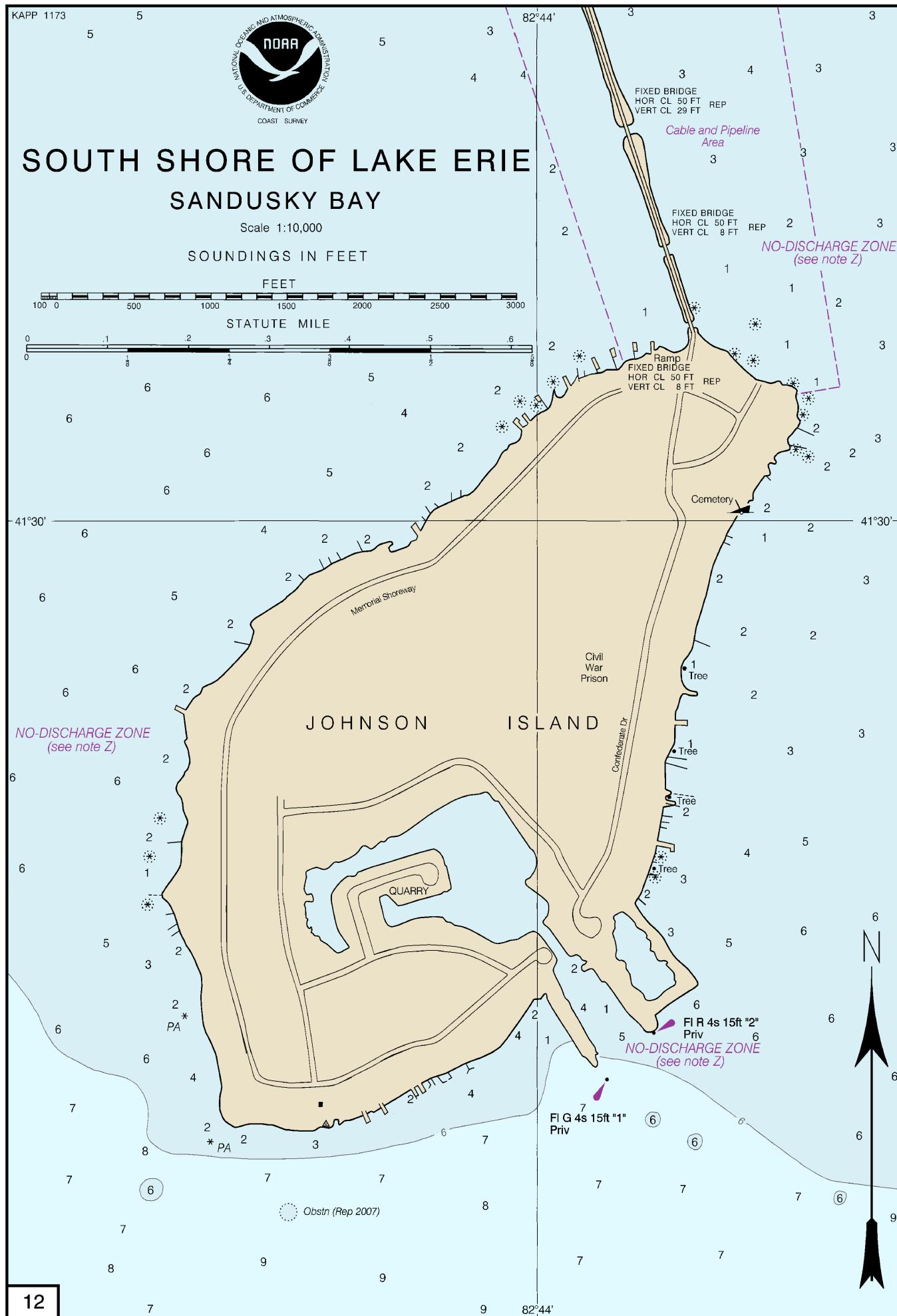
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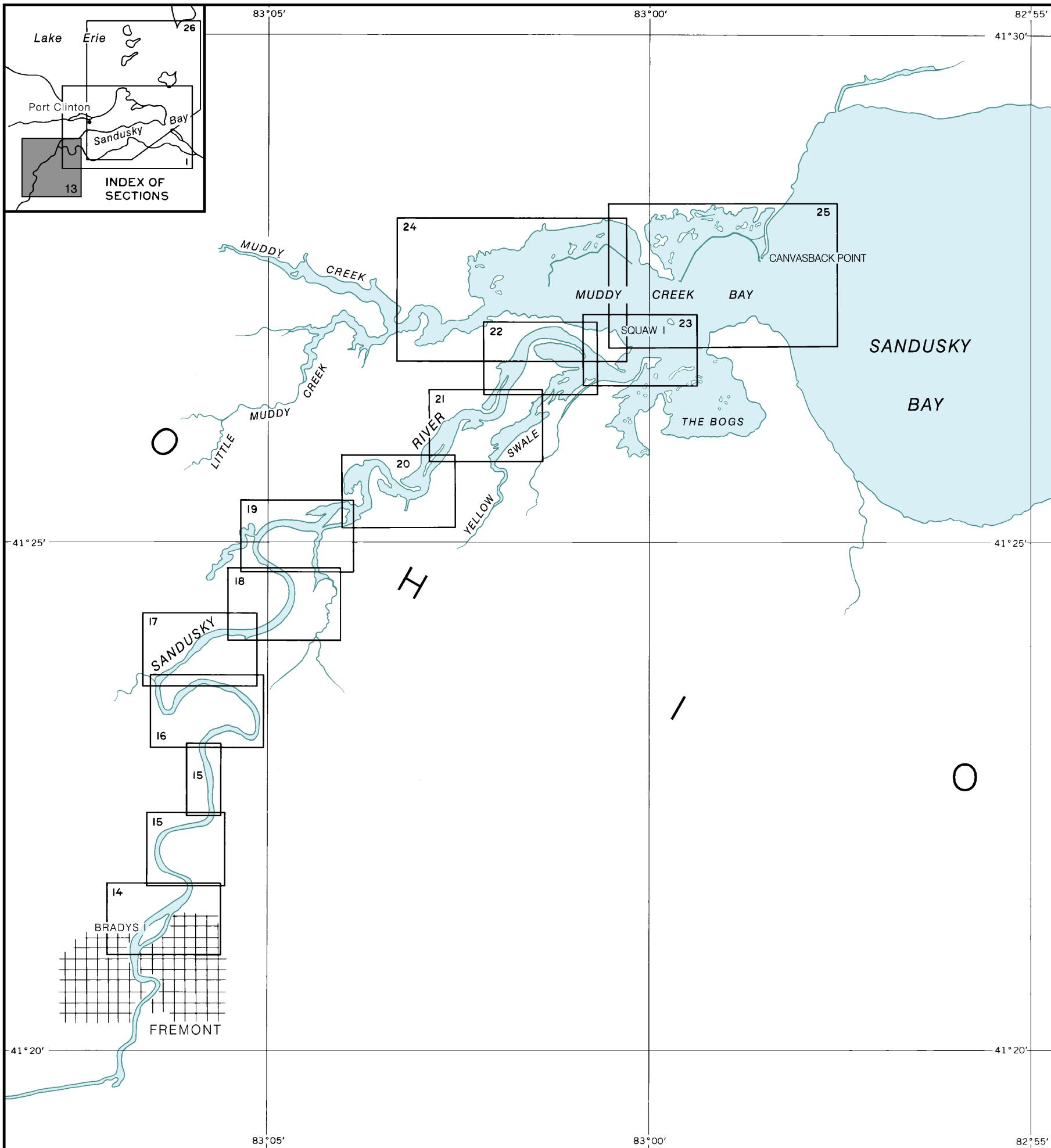
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Last Correction: 1/31/2008. Cleared through:
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O F

SANDUSKY RIVER FROM FREMONT TO SQUAW ISLAND AND MUDDY CREEK BAY

14842 15th Ed., Jan /08; Corrected through NM Jan 12/08, LNM Jan 1/08

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13



SOUTH SHORE OF LAKE ERIE SANDUSKY RIVER

Scale 1:5,000

SOUNDINGS IN FEET

FEET

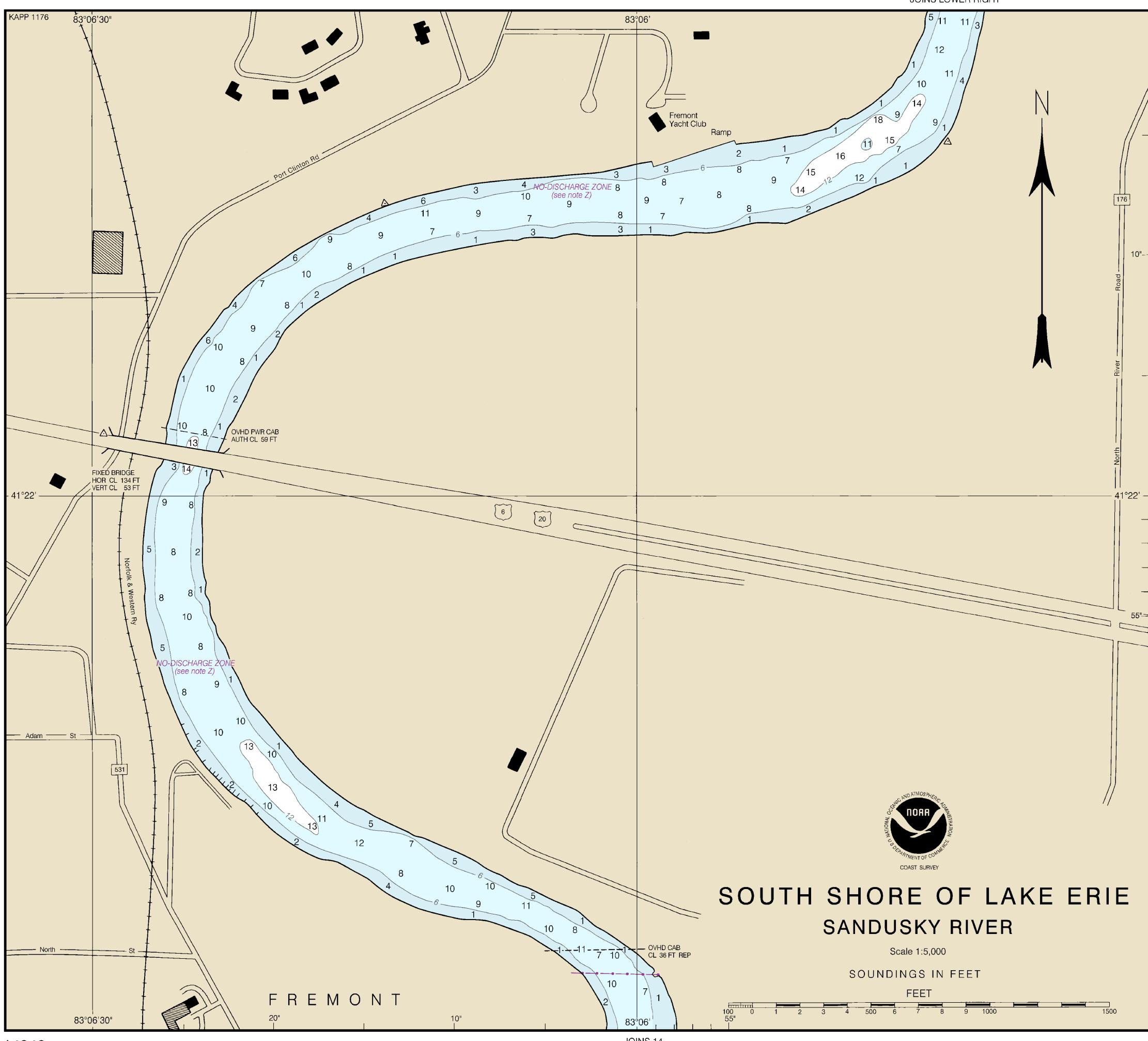


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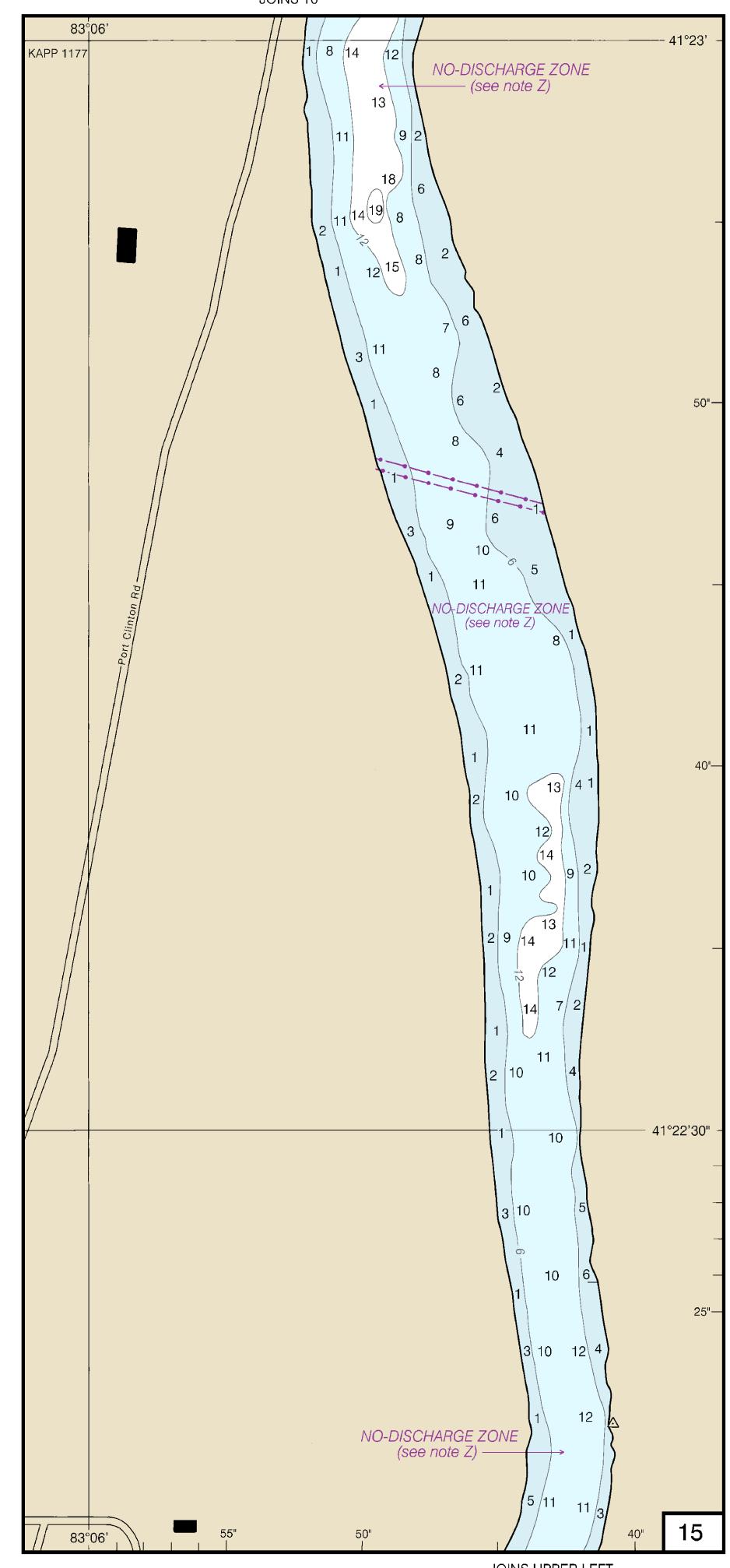
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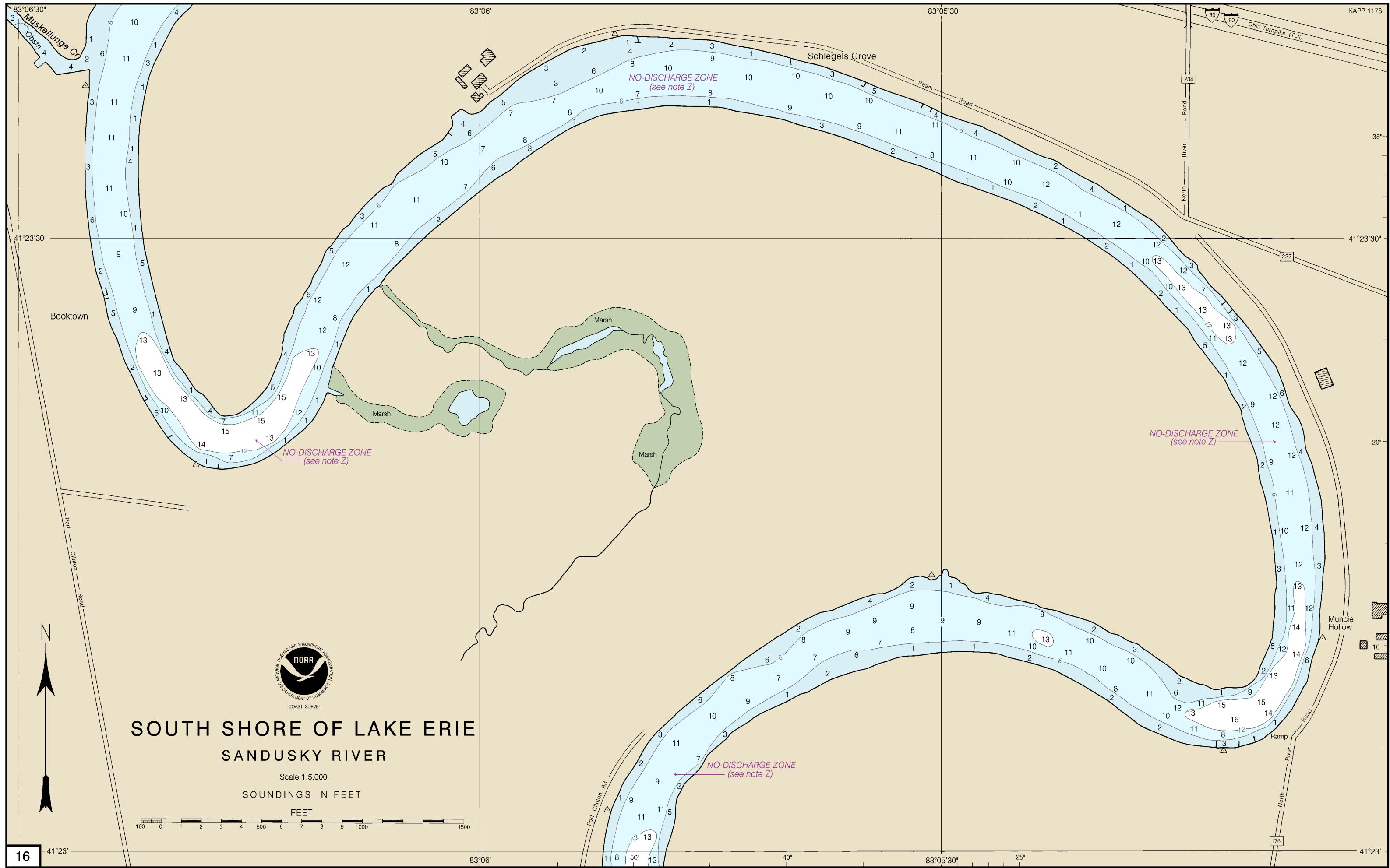
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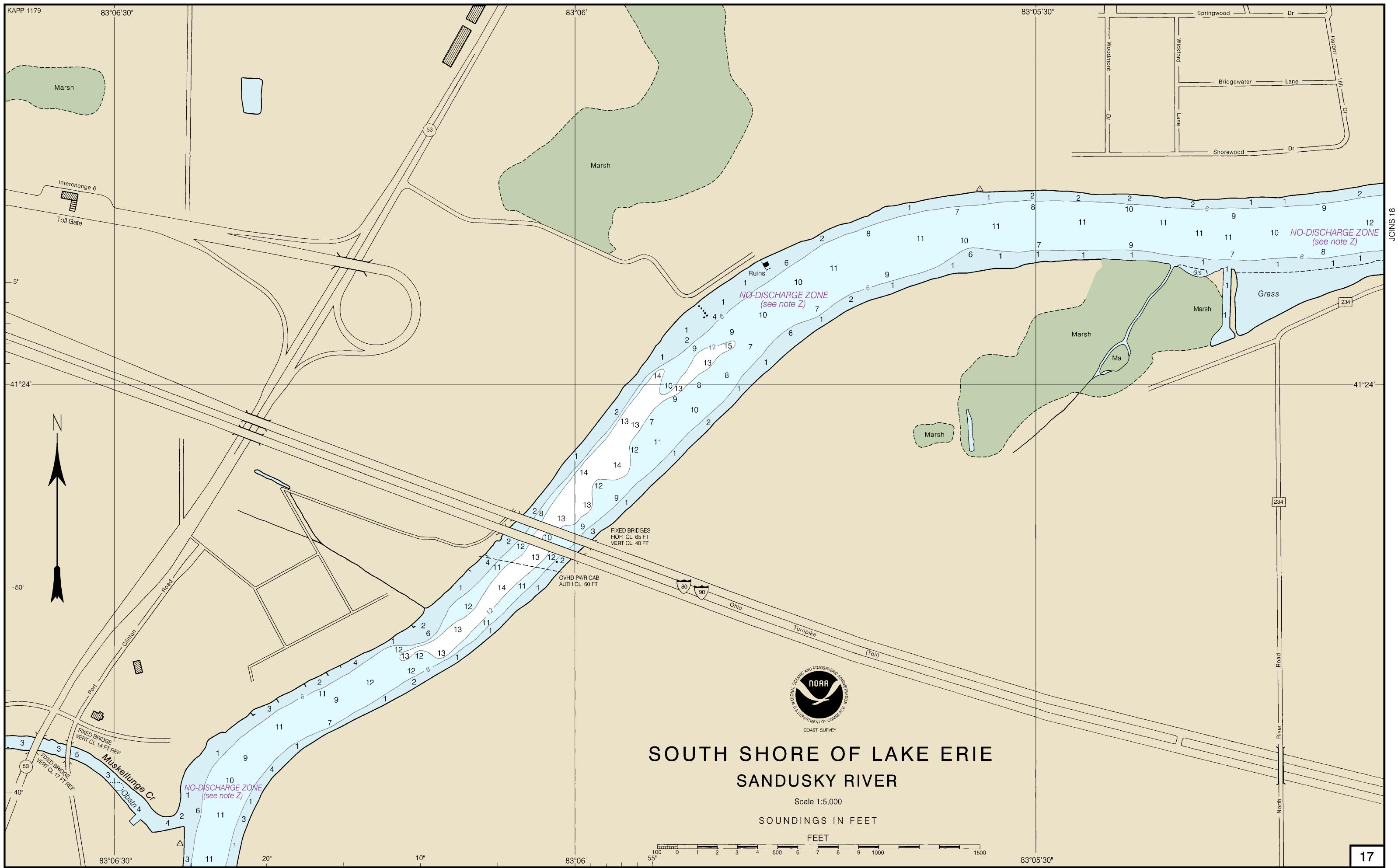


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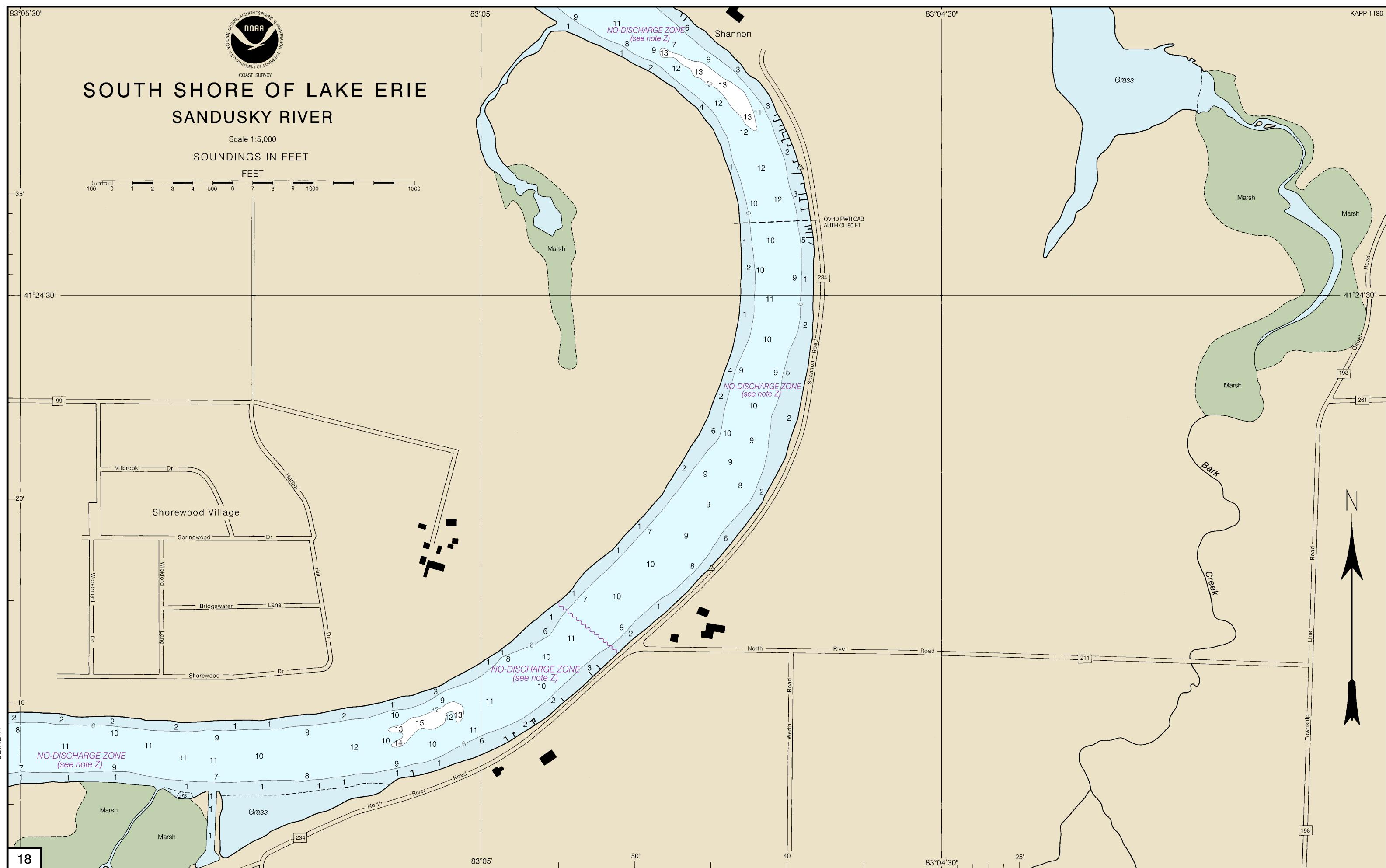


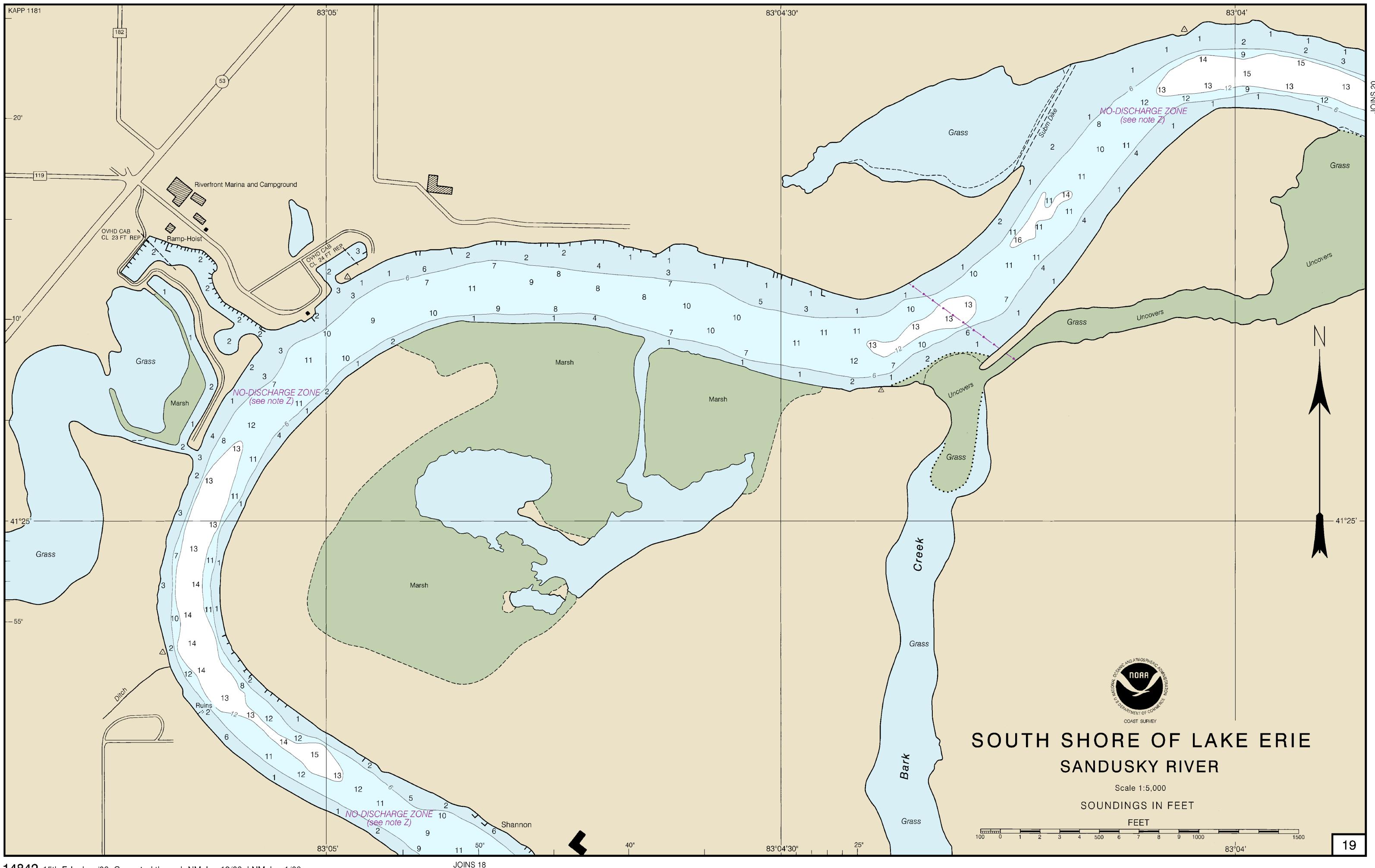




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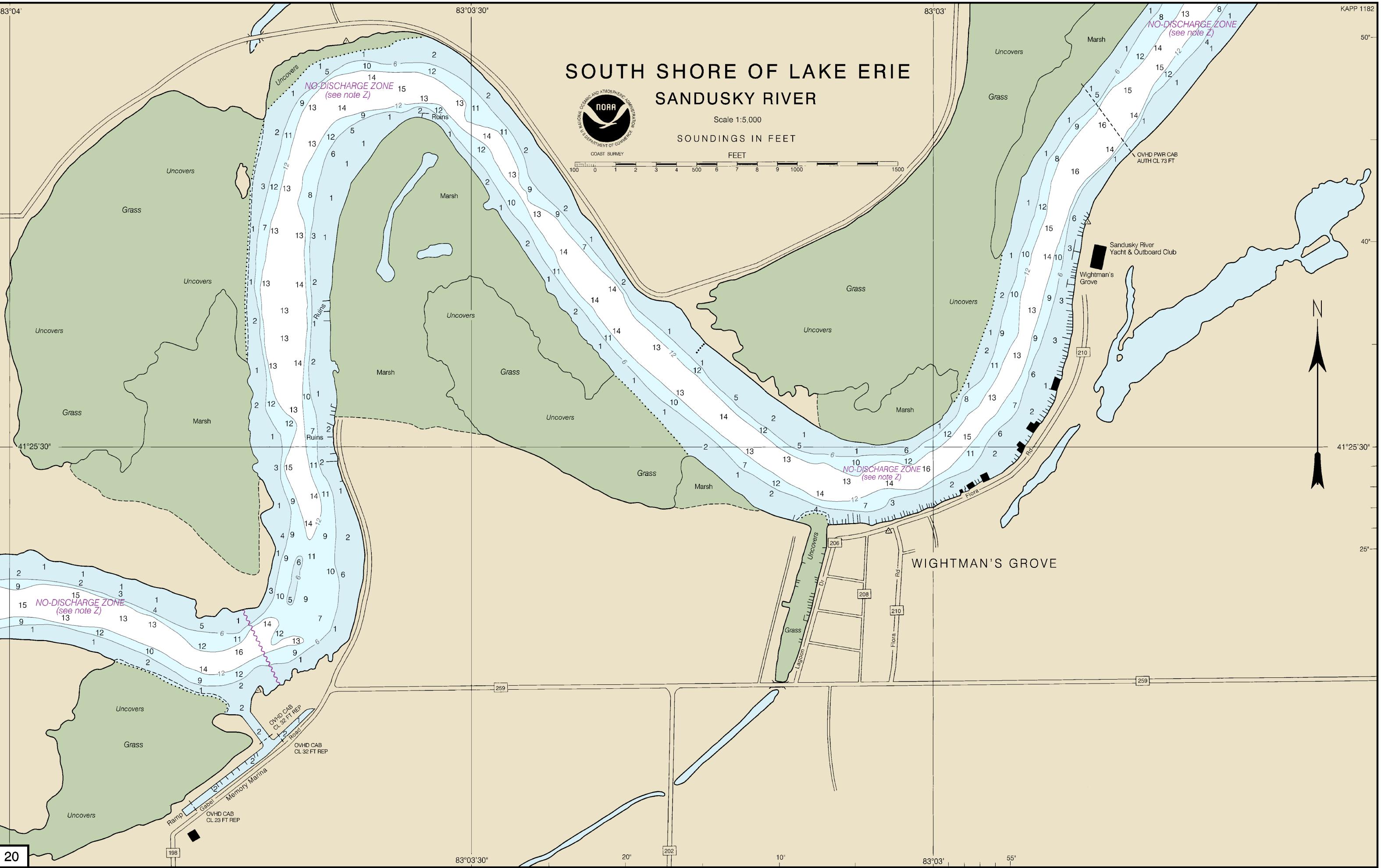
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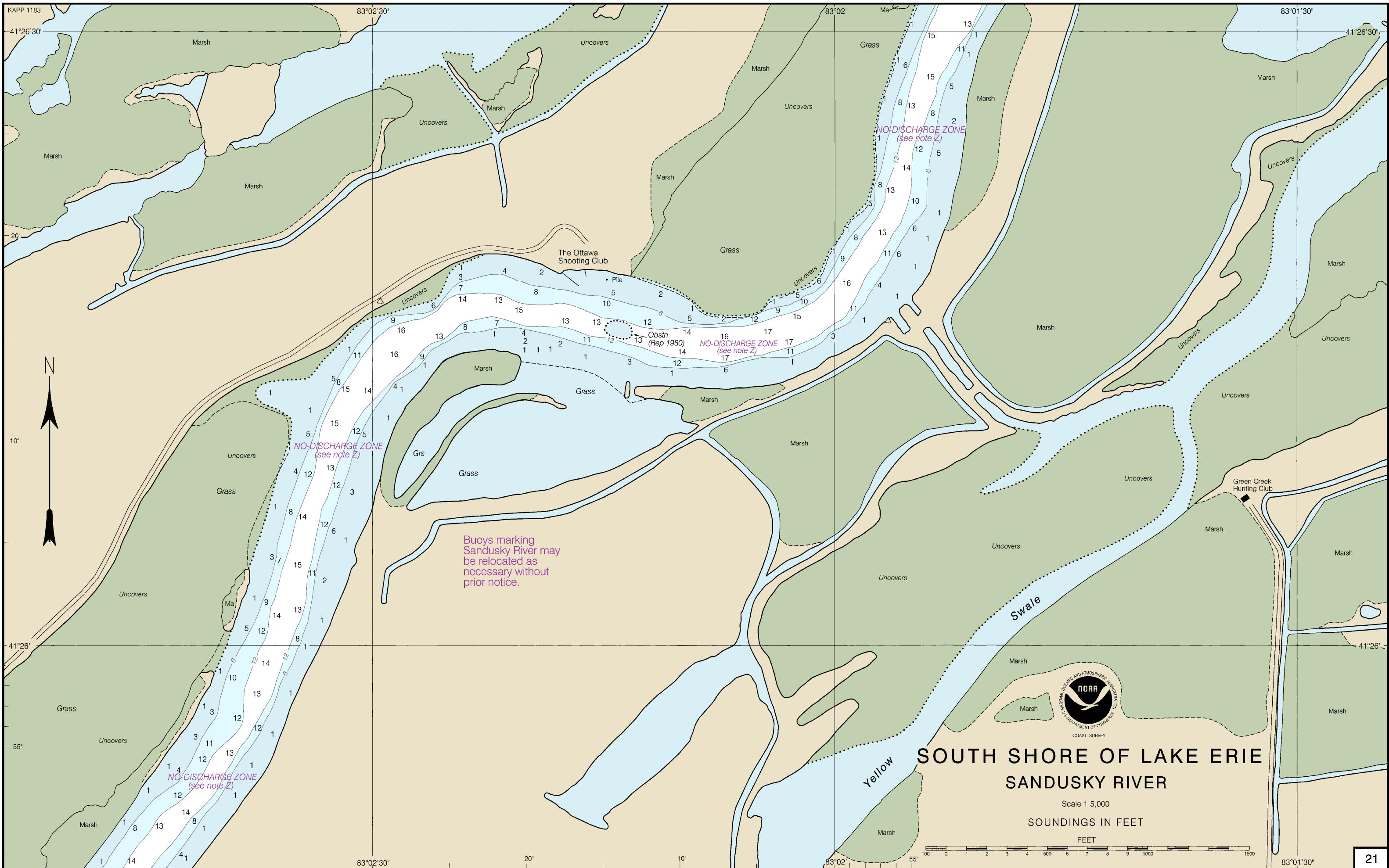
SOUTH SHORE OF LAKE ERIE SANDUSKY RIVER

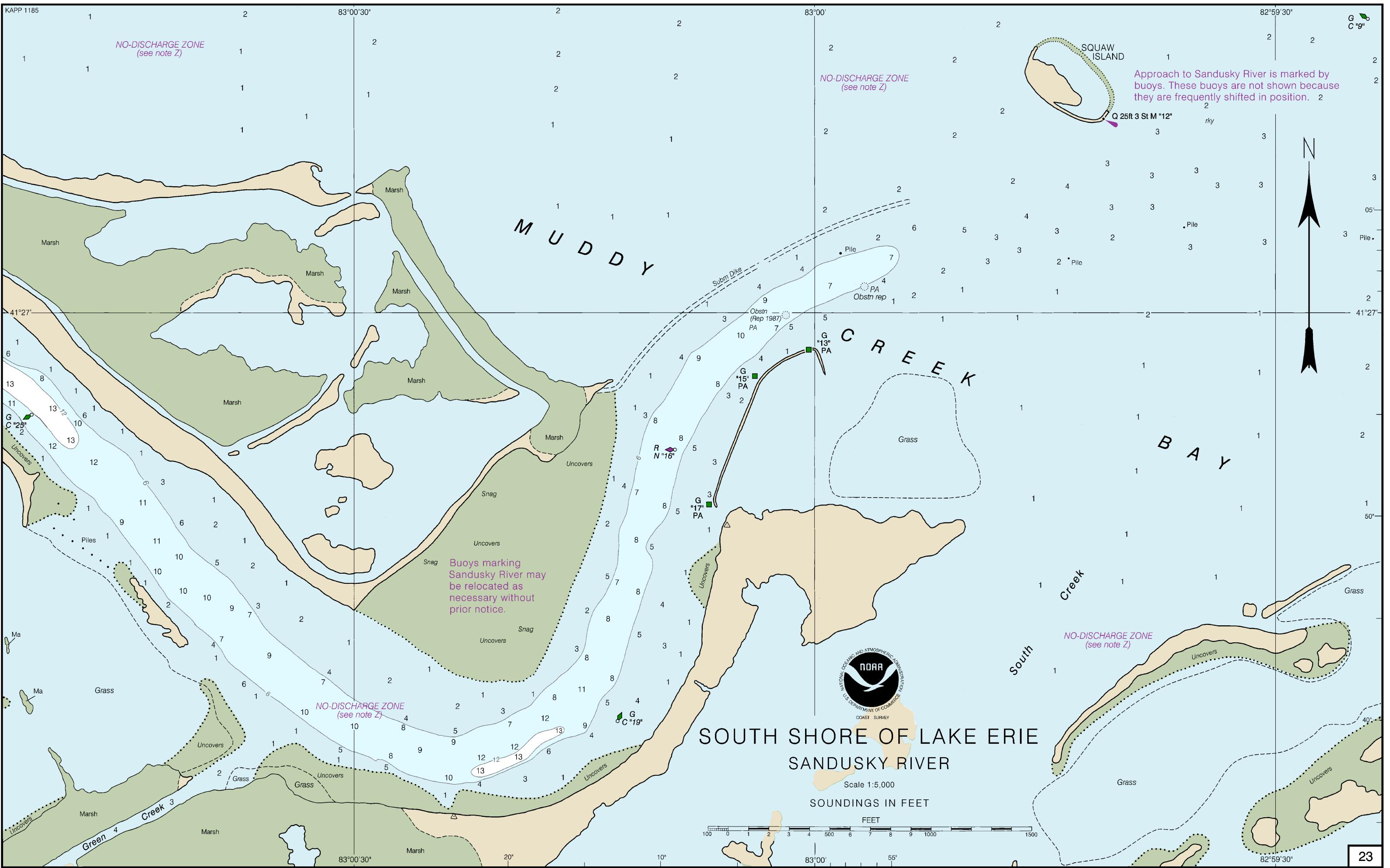


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SOUNDINGS IN FEET

FEET

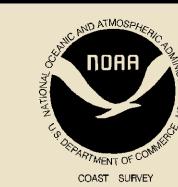






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SOUTH SHORE OF LAKE ERIE MUDDY CREEK BAY

Scale 1:10,000

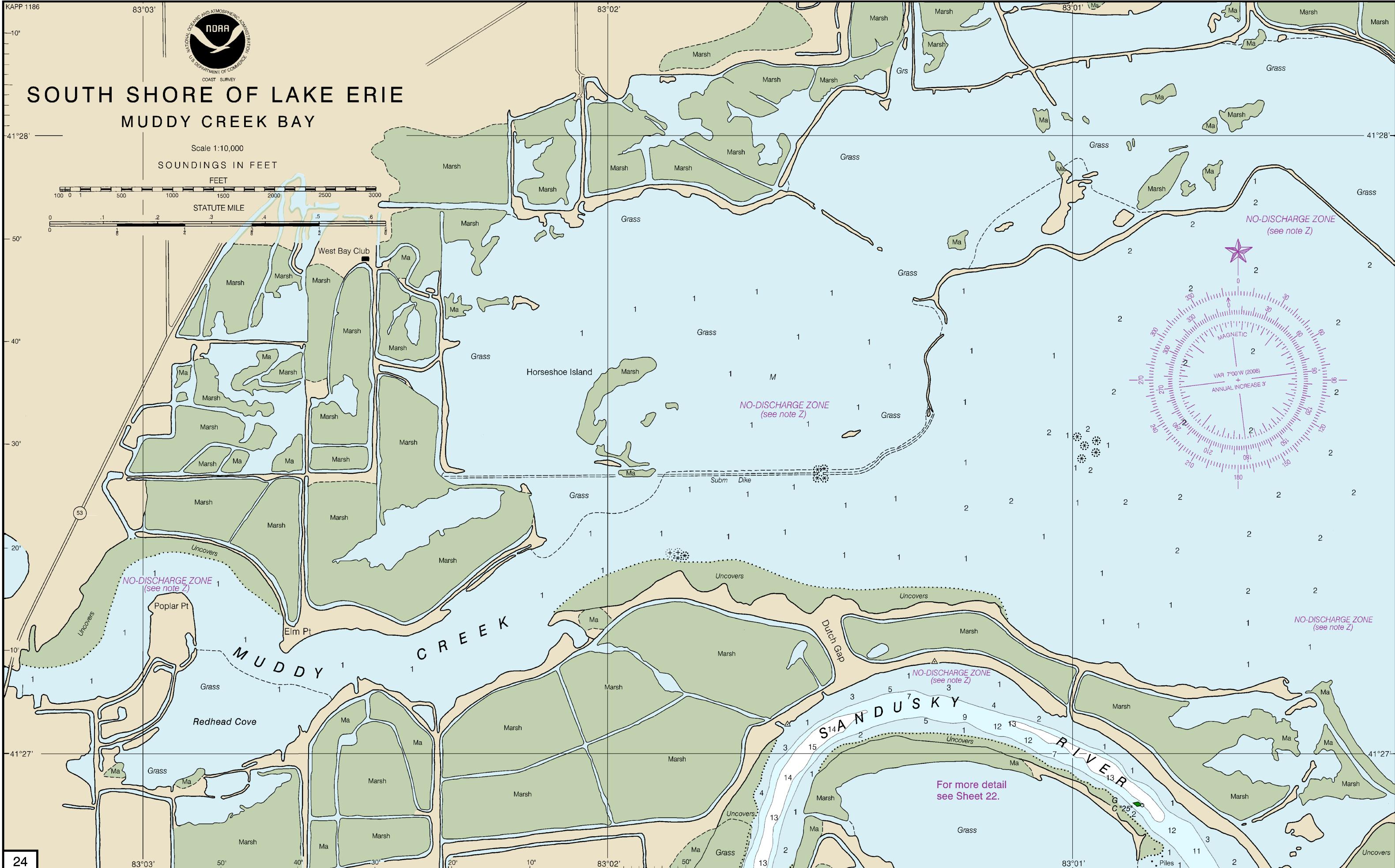
SOUNDINGS IN FEET

FEET



STATUTE MILE

0, .1, .2, .3, .4, .5, .6, .7, .8, .9, 1



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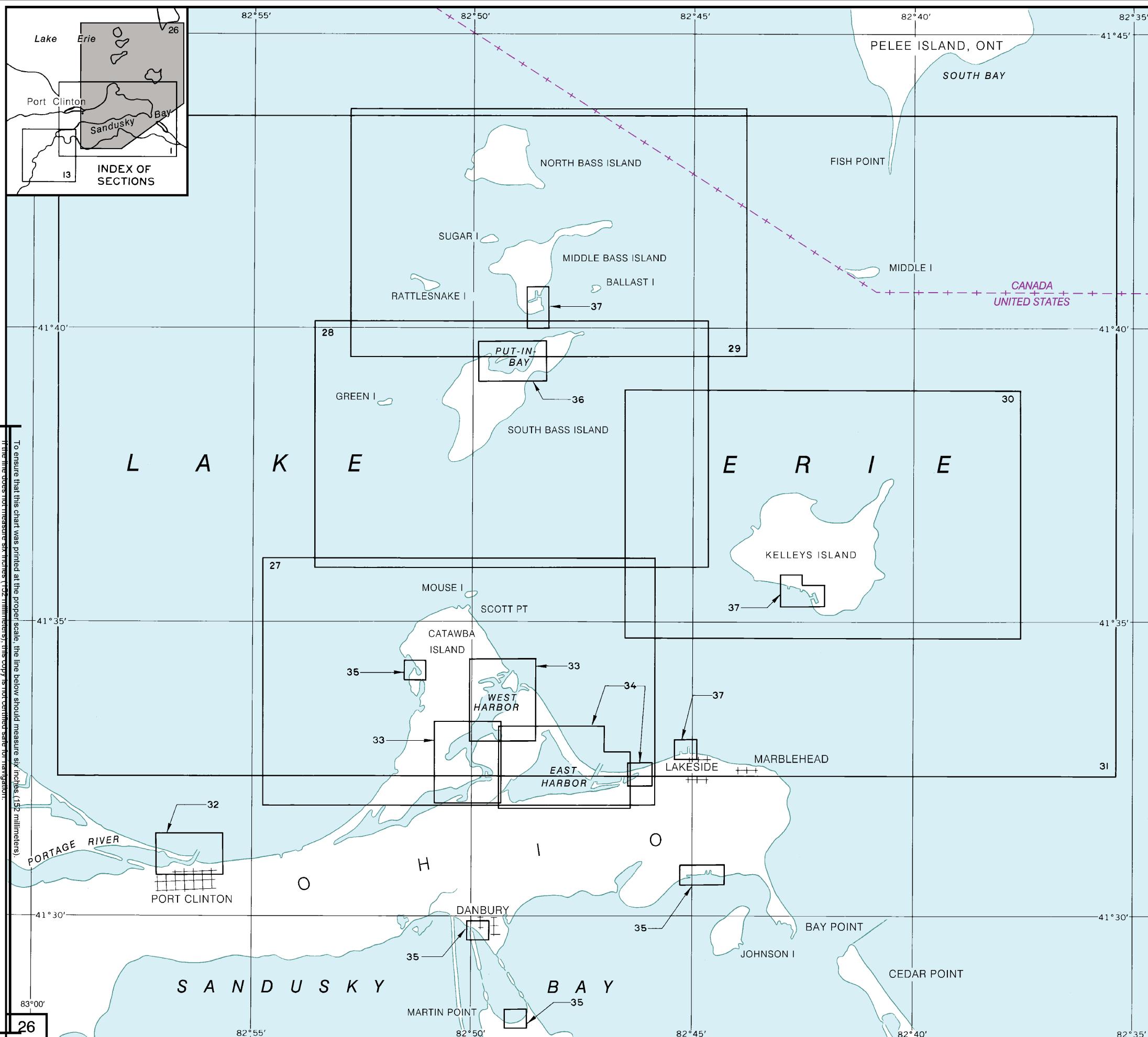
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**INDEX TO SHEETS
OF
ISLANDS
IN LAKE ERIE
AND
HARBOR PLANS**



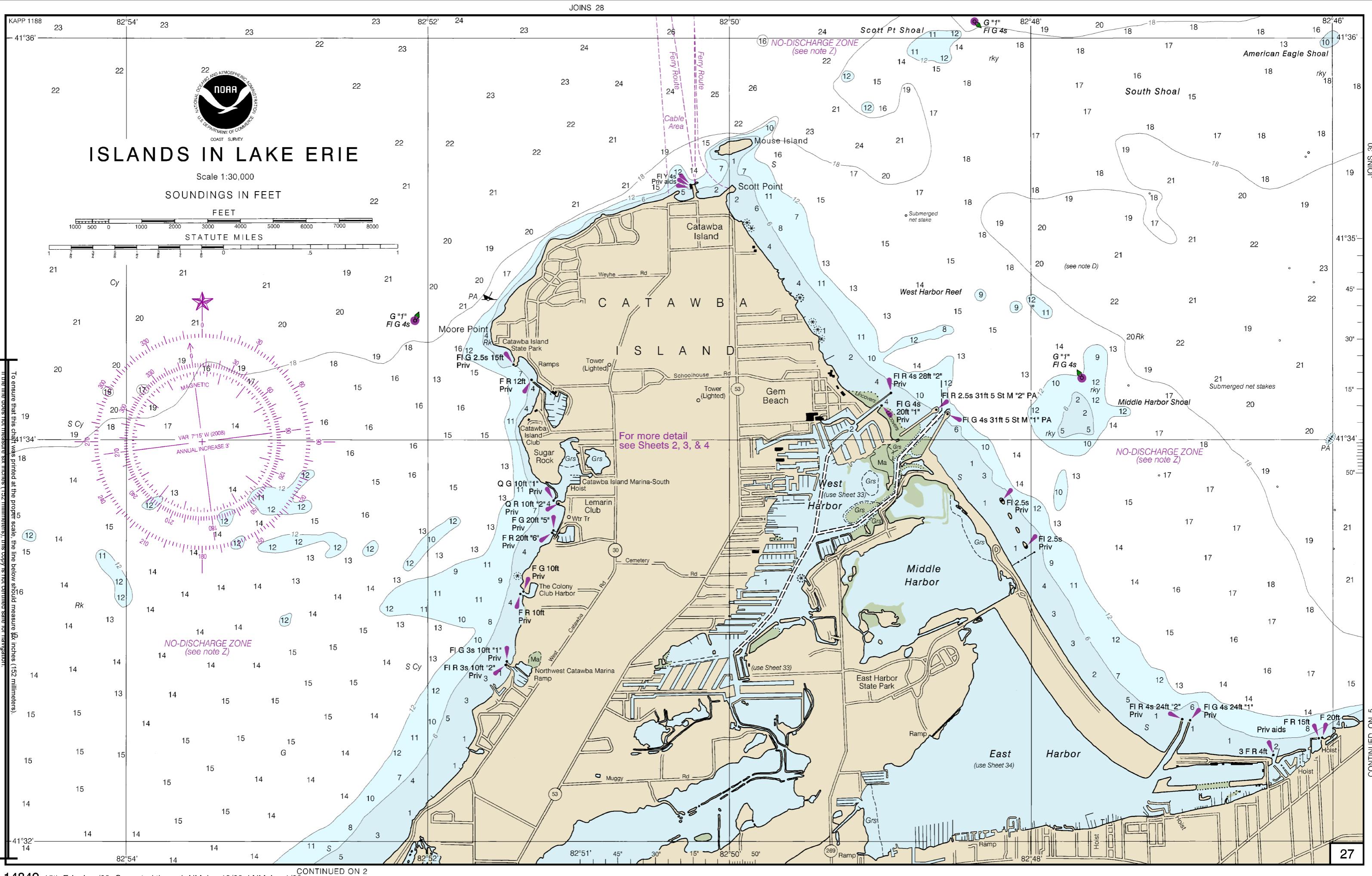
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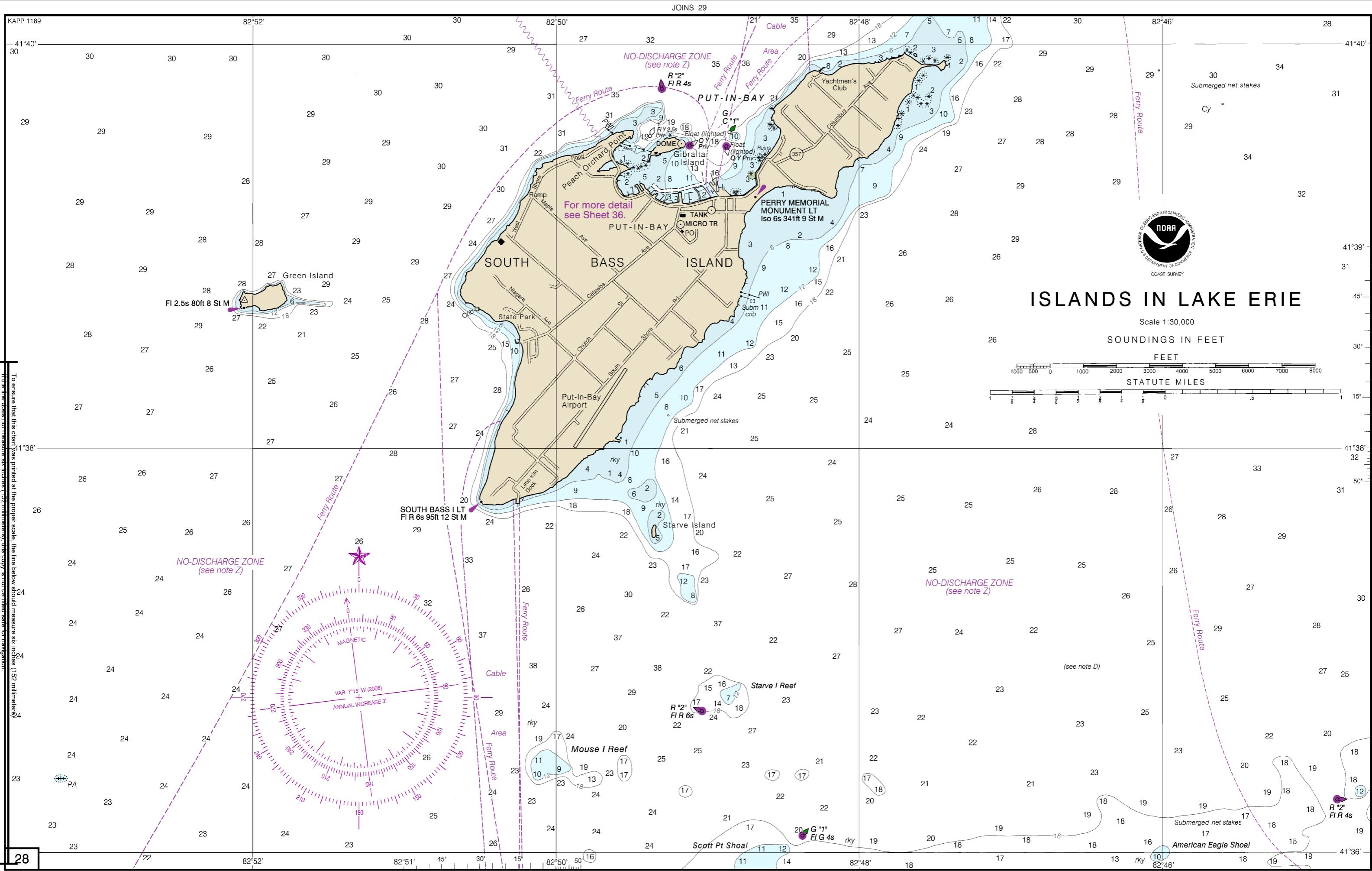
Last Correction: 3/19/2014. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0915 (9/25/2015)

SANDUSKY HARBOR CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2014						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET) LENGTH (FEET) DEPTH LWD (FEET)
MOSELEY CHANNEL	25.2	26.0	24.5	21.8	7-14	400 6000 a 26
MOSELEY ENTRANCE CHANNEL	17.3	21.5	22.8	14.4	7-14	400 o 8000 26
UPPER STRAIGHT CHANNEL	14.3	19.5	20.6	8.6	7-14	400 o 5500 25
BAY CHANNEL	15.1	19.3	19.3	11.9	7-14	300 o 9000 25
TURNING BASIN	12.9	14.2	14.2	12.7	7-14	300-1500 300-1500 b 24
DOCK CHANNEL	11.7	12.7	12.7	9.6	8-14	300 o 5800 22
LOWER STRAIGHT CHANNEL	10.3	13.6	12.6	10.6	8-14	400 o 4200 21

a. LENGTH VARIES DEPENDING ON THE LOCATION OF THE 26 FOOT CONTOUR IN LAKE ERIE
b. IRREGULARLY SHAPED; SEE PROJECT CONDITION DRAWINGS
o. CHANNEL WIDTH SUITABLY WIDENED AT TURNS
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



Last Correction: 4/3/2015. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0915 (9/25/2015)



To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).

If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

Last Correction: 9/5/2014. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0915 (9/25/2015)



ISLANDS IN LAKE ERIE

Scale 1:30,000

SOUNDINGS IN FEET

FEET

STATUTE MILES

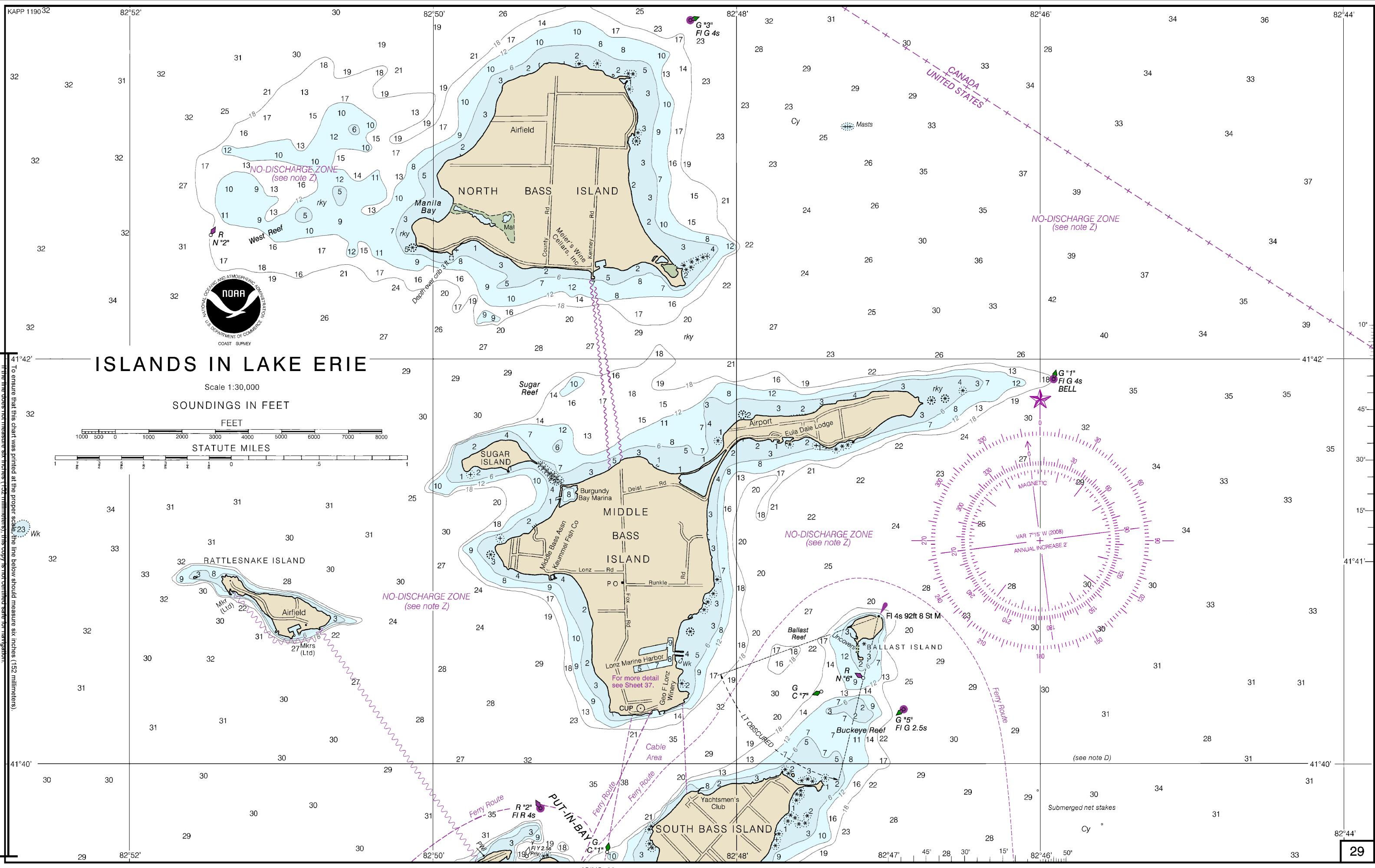
1 1/8 1/16 1/32 1/64 1/128 1/256 .5 1 1/8

1 1/8 1/16 1/32 1/64 1/128 1/256 .5 1 1/8

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters). If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

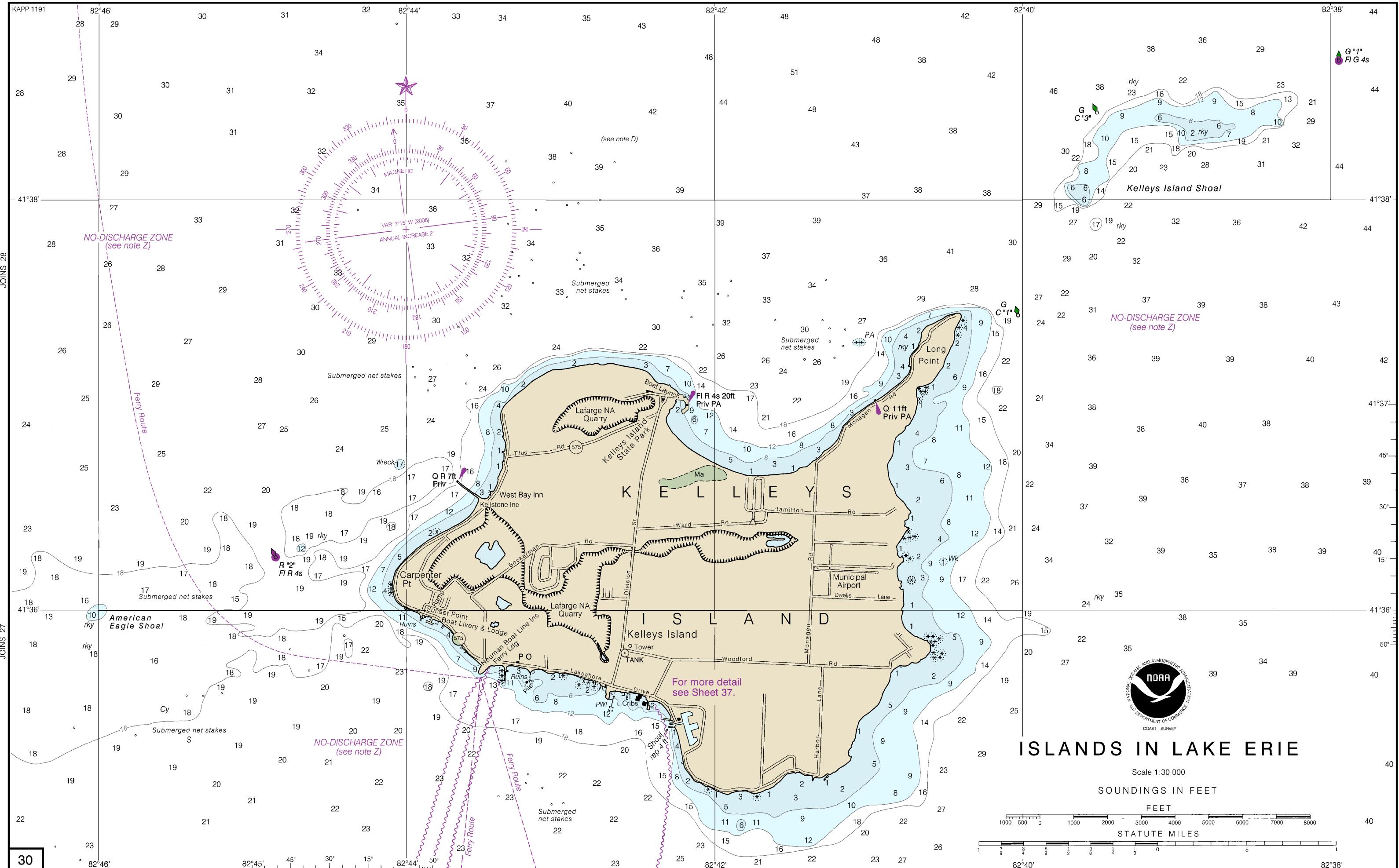
14842 15th Ed., Jan /08; Corrected through NM Jan 12/08, LNM Jan 1/08

JOINS 27



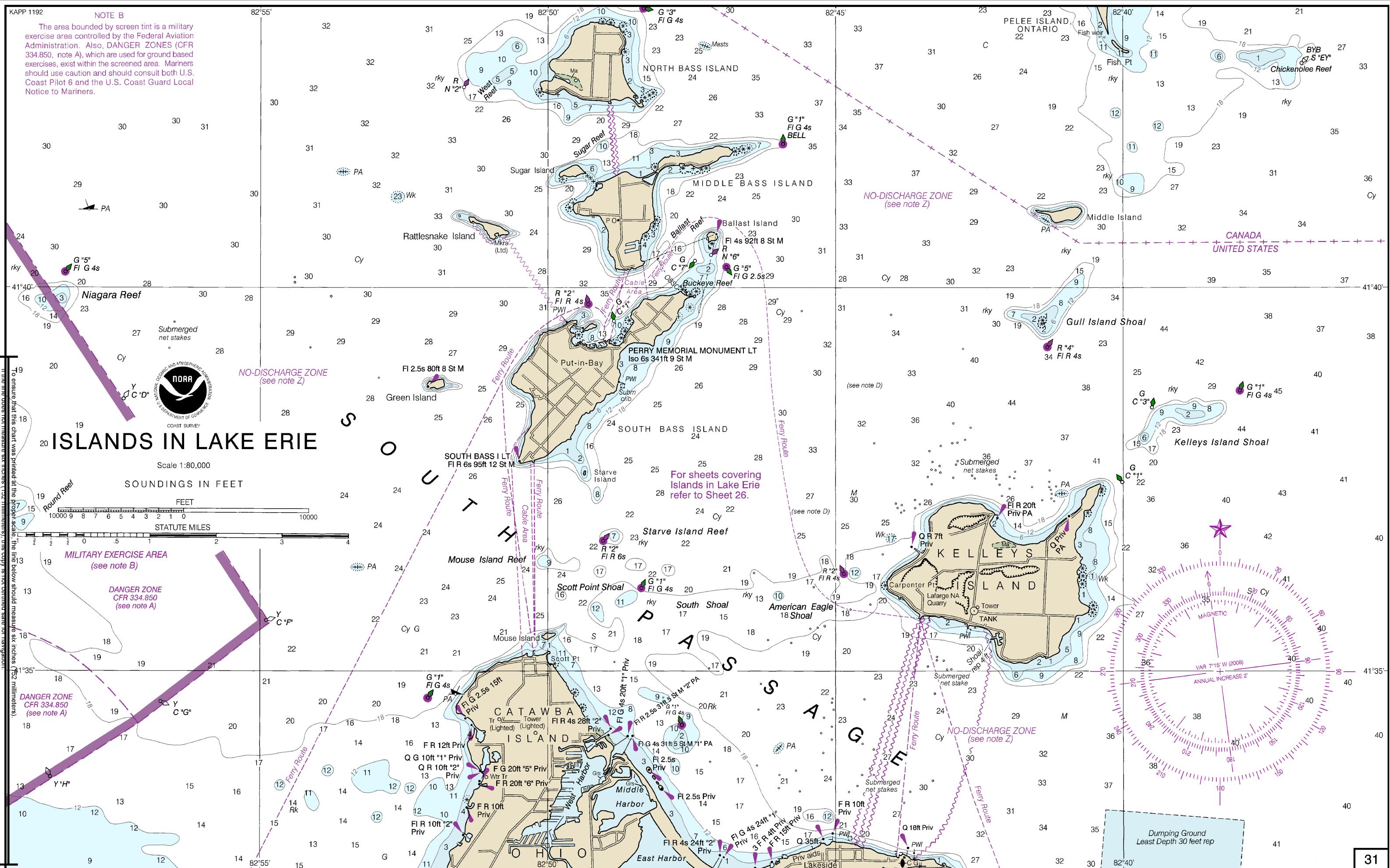
To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).

If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.



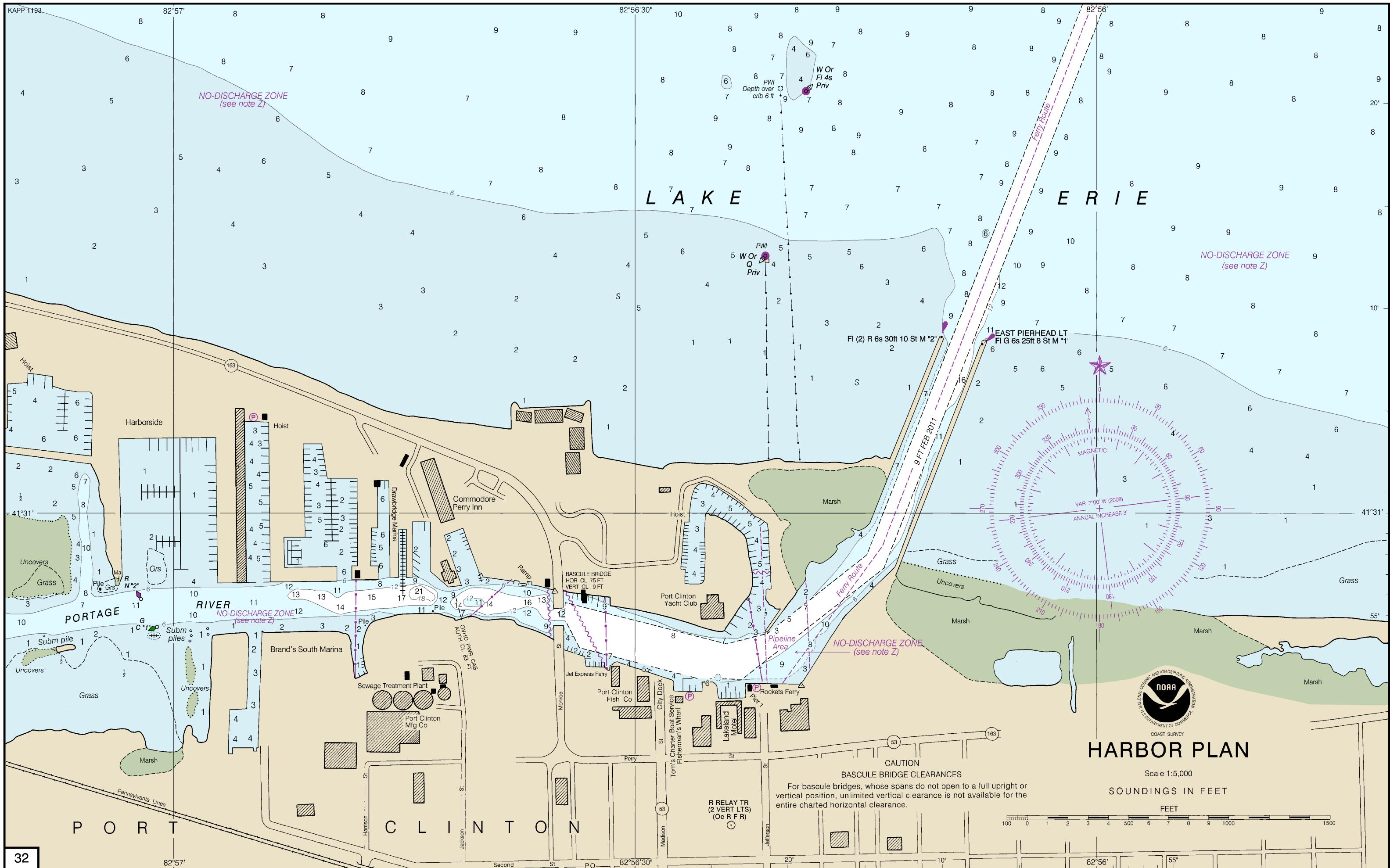
14842 15th Ed., Jan /08; Corrected through NM Jan 12/08, LNM Jan 1/08

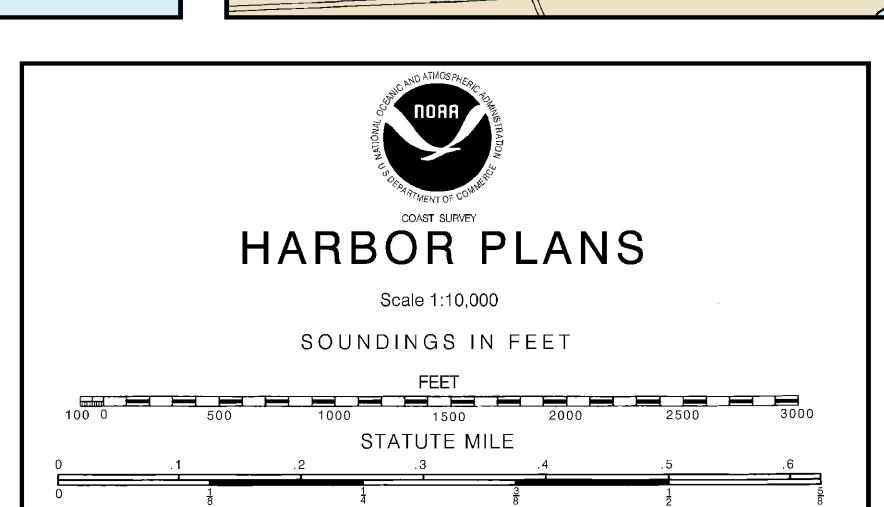
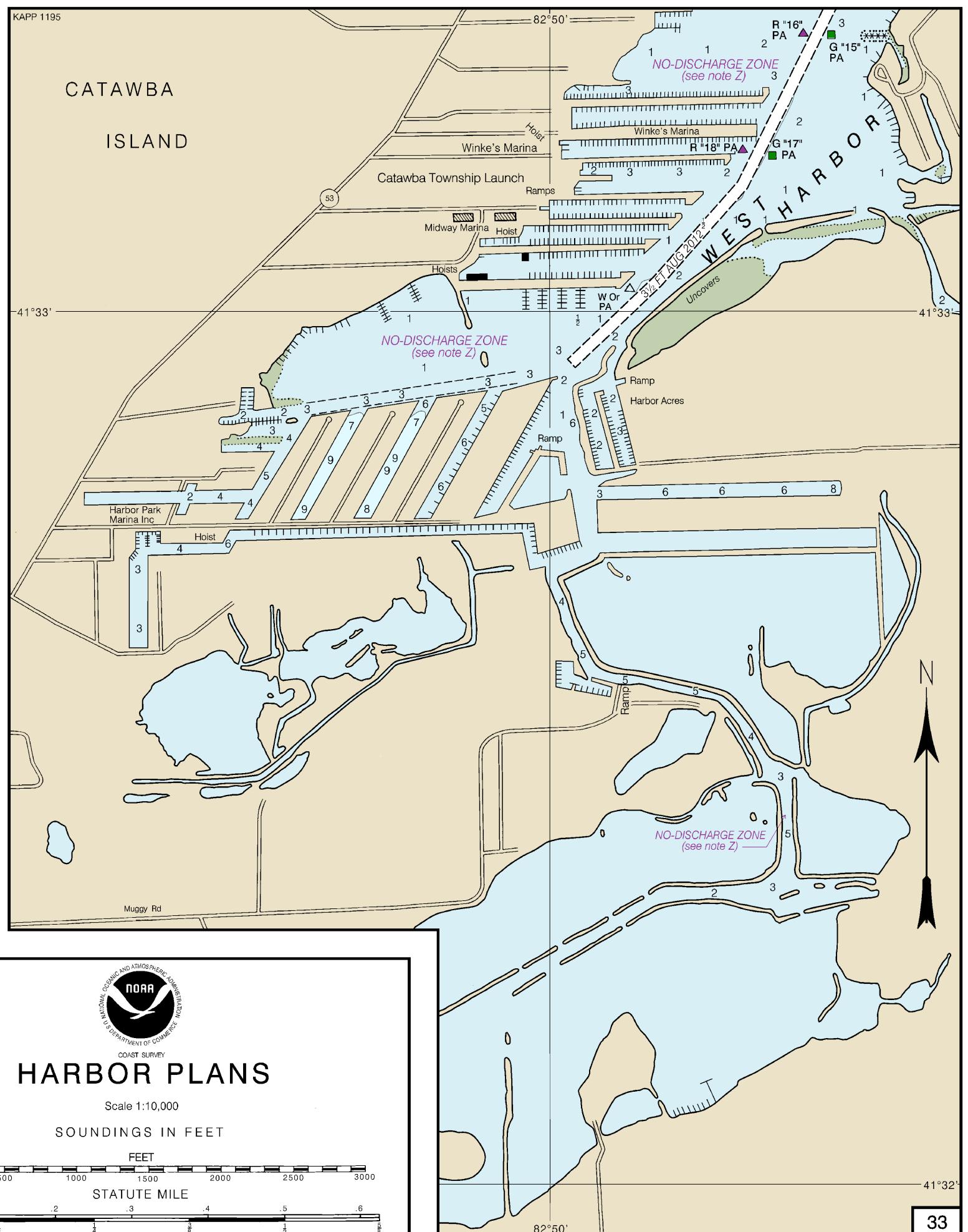
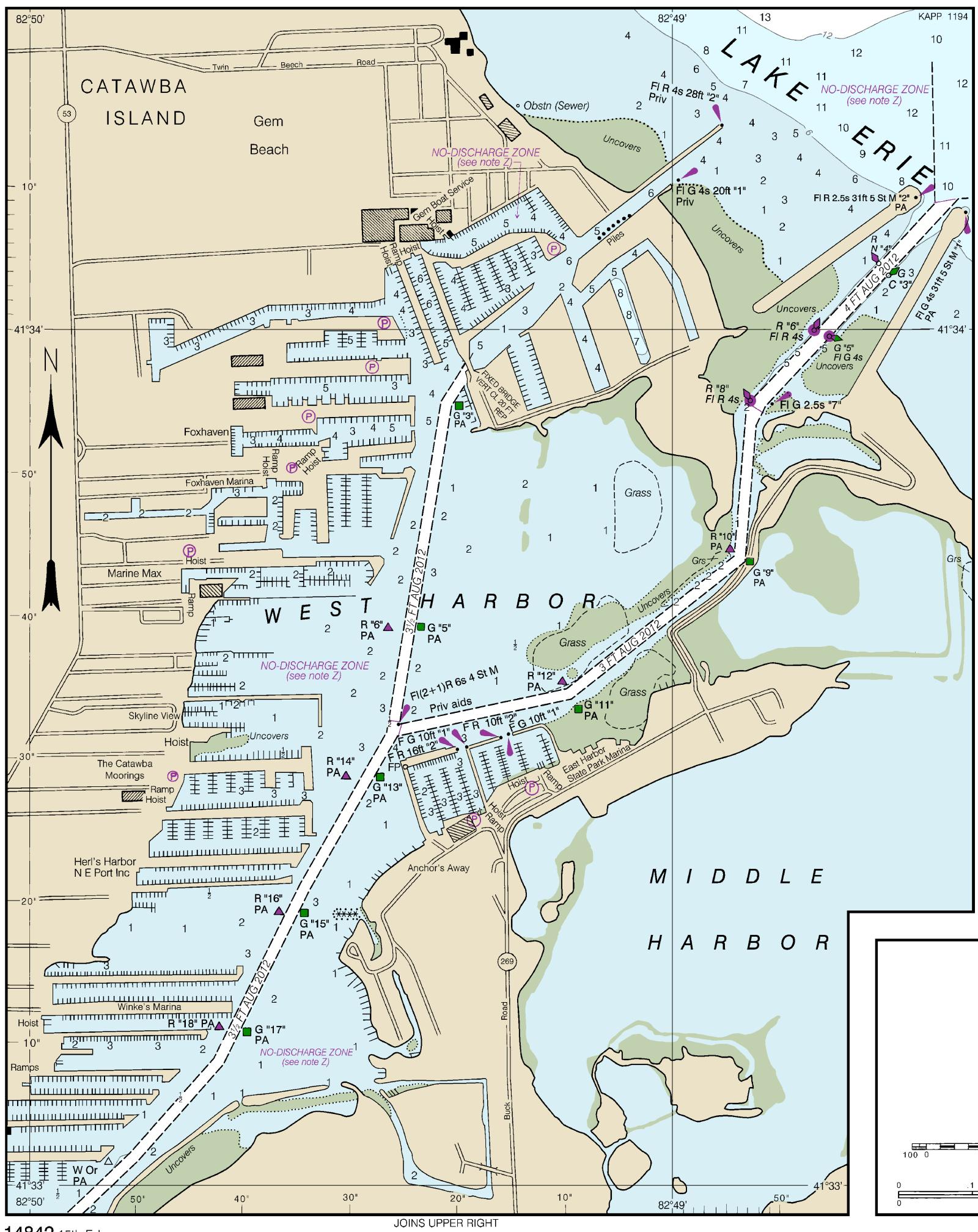
Last Correction: 12/4/2012. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0915 (9/25/2015)



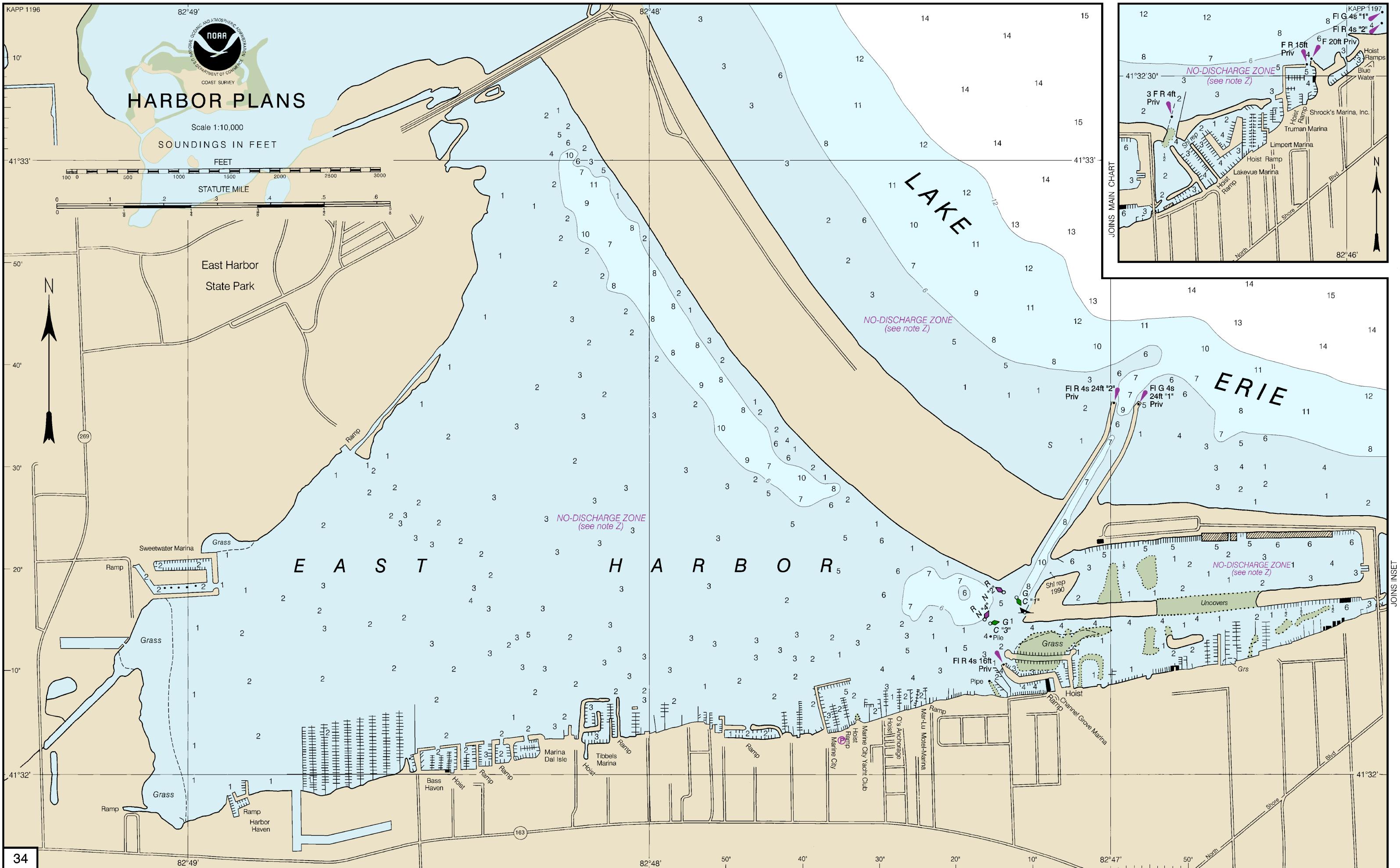
14842 15th Ed., Jan /08

Last Correction: 6/6/2014. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0915 (9/25/2015)



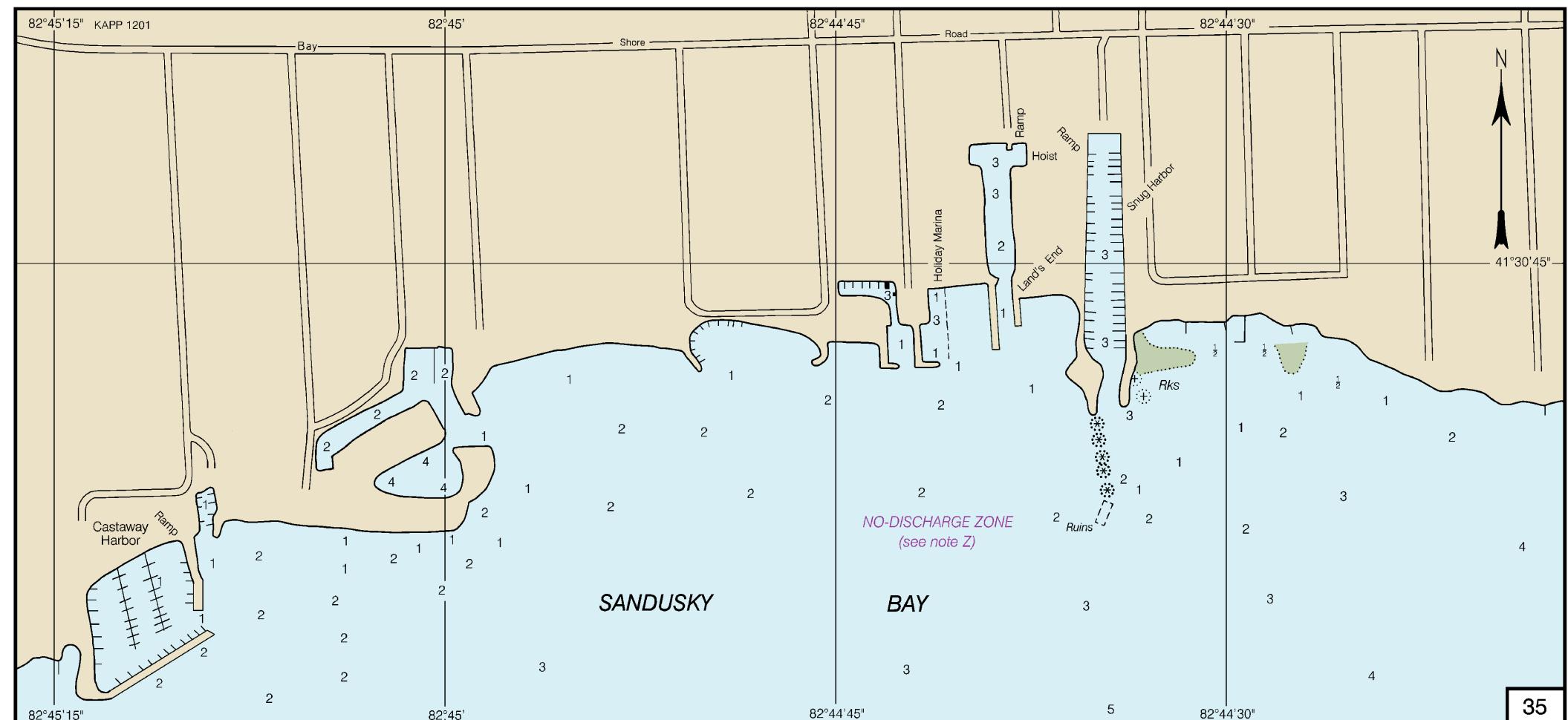
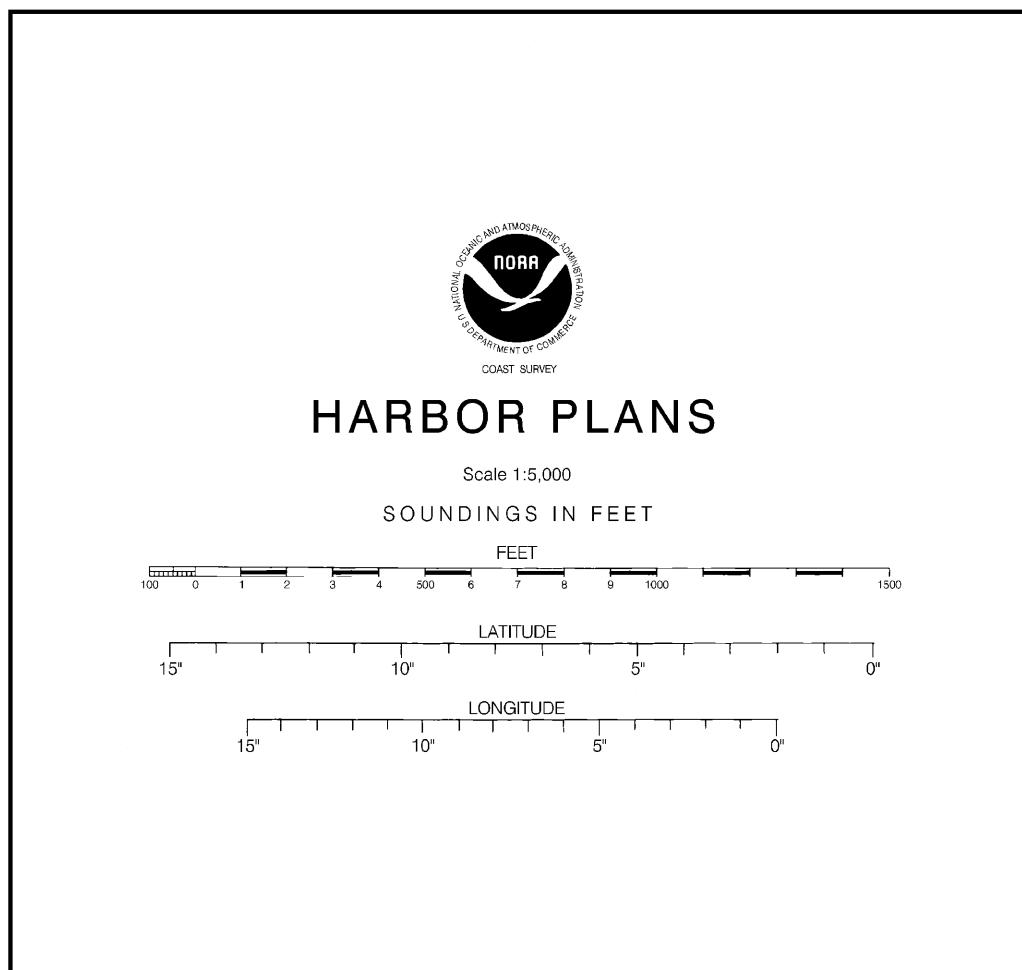
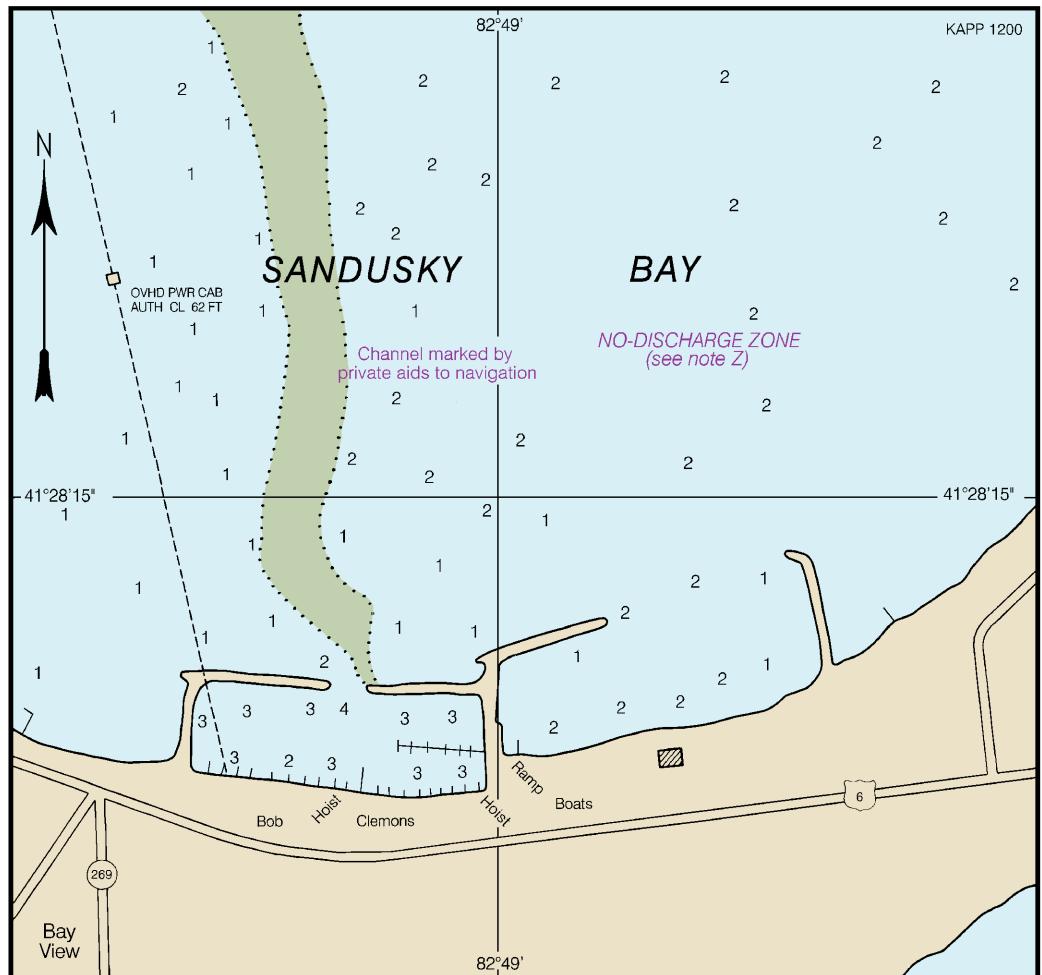
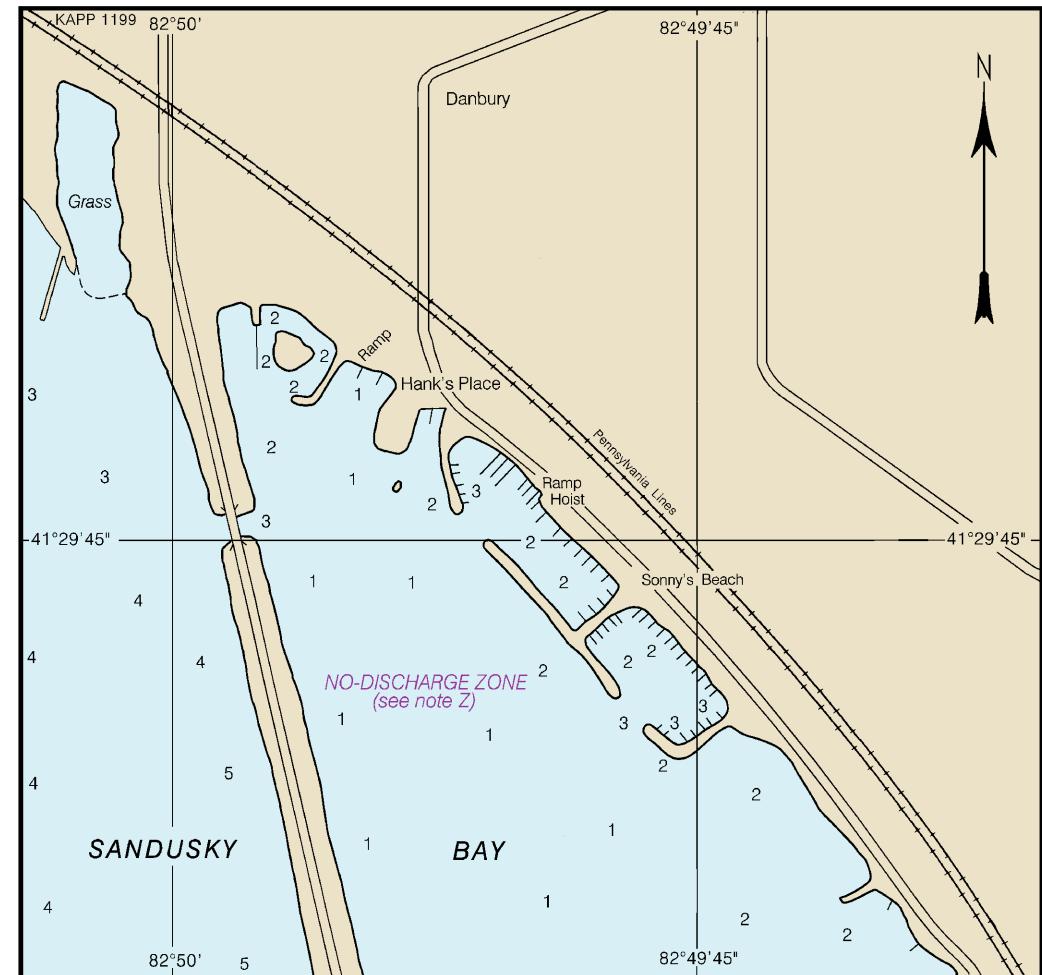
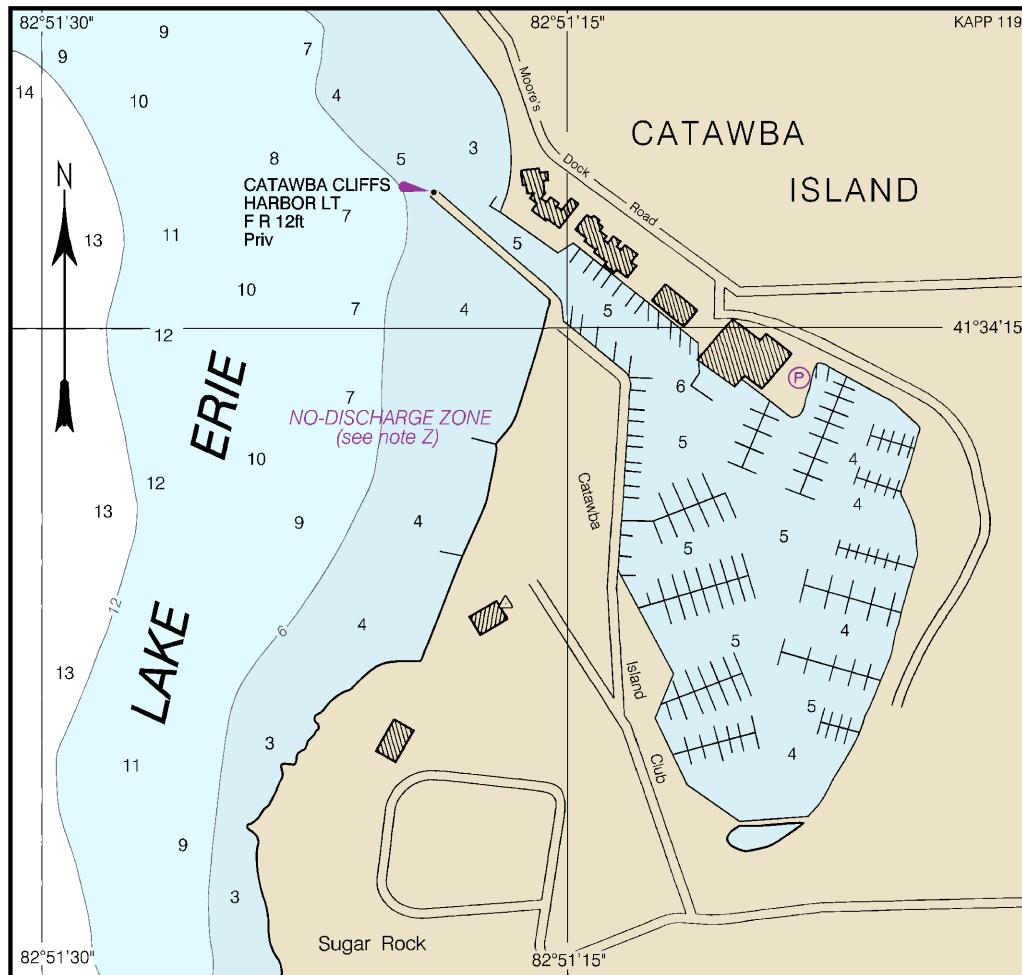


Last Correction: 5/5/2014. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0915 (9/25/2015)



14842 15th Ed., Jan /08; Corrected through NM Jan 12/08, LNM Jan 1/08

Last Correction: 7/12/2010. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0915 (9/25/2015)



14842 15th Ed., Jan /08; Corrected through NM Jan 12/08, LNM Jan 1/08

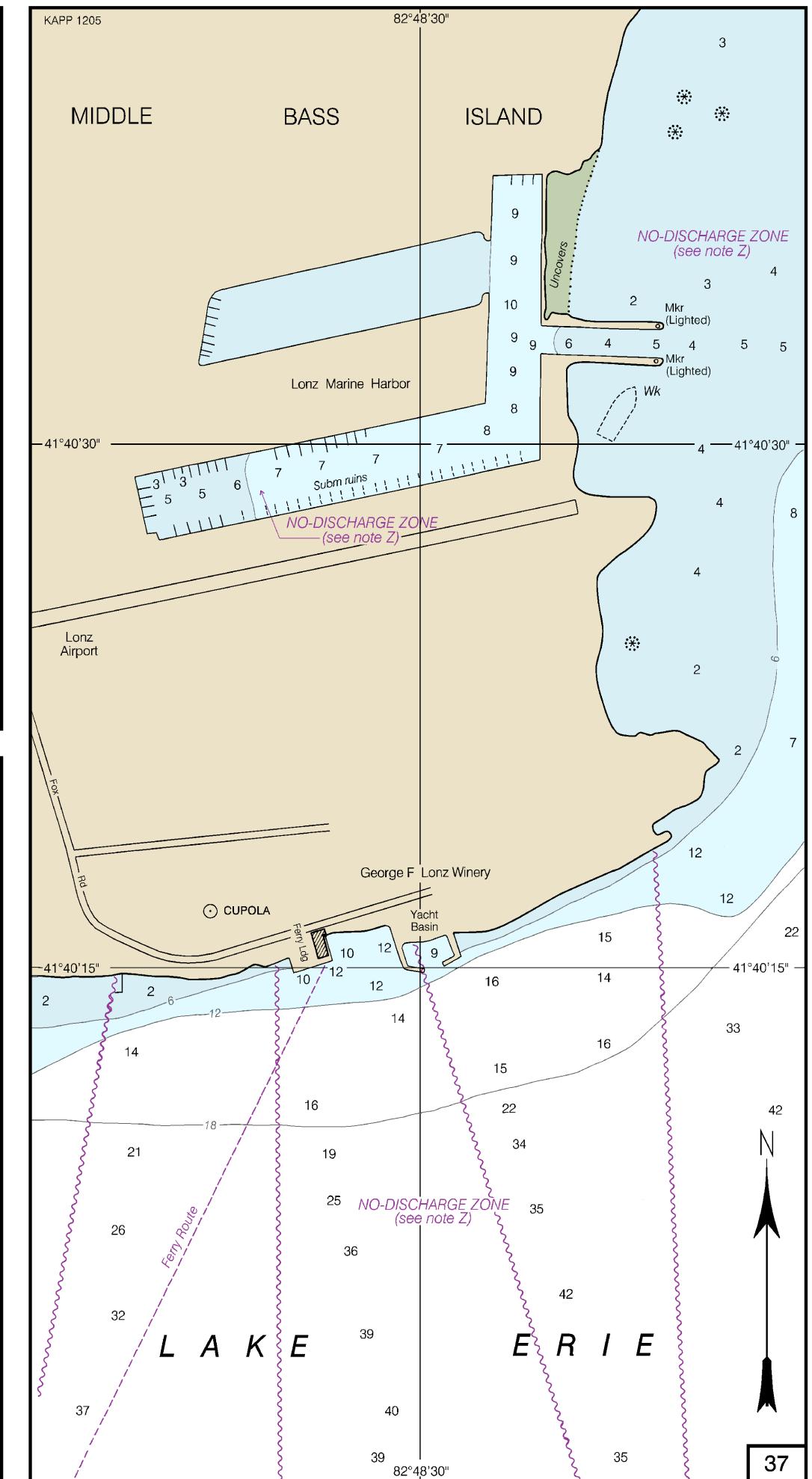
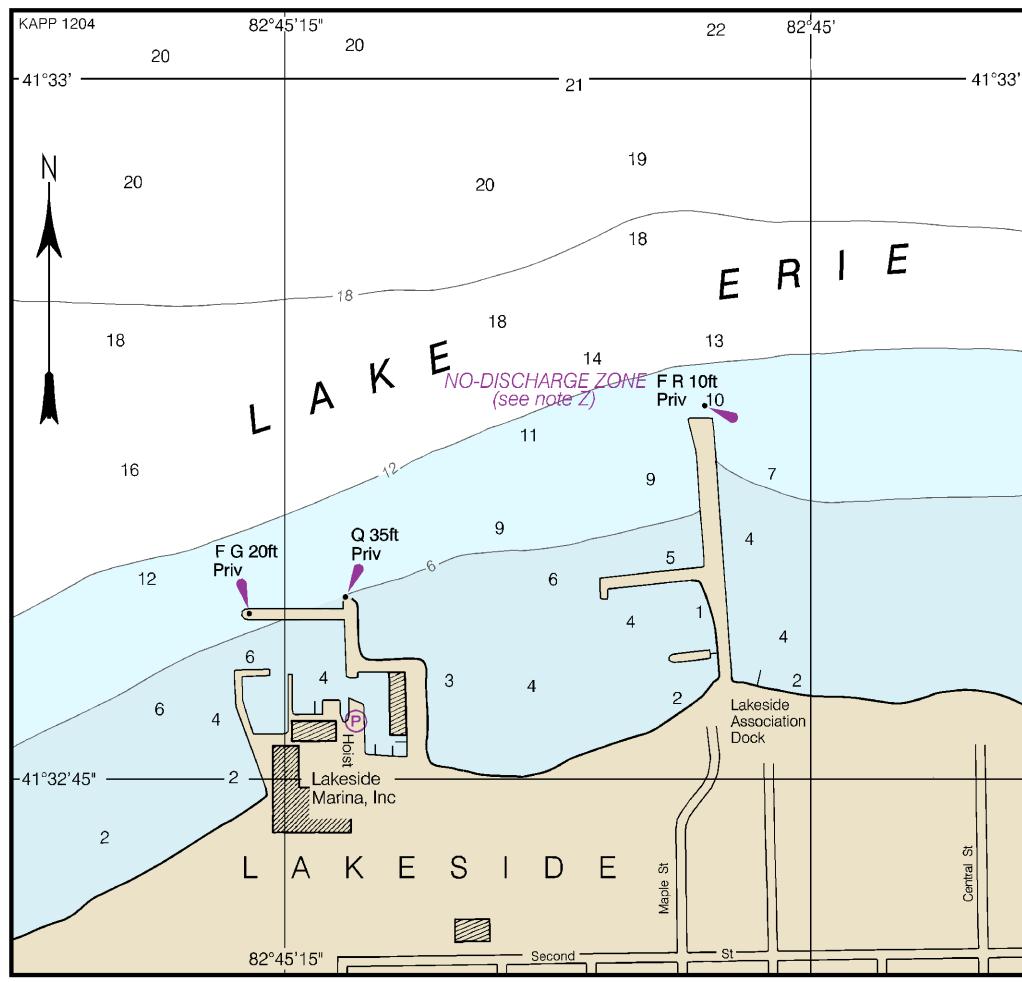
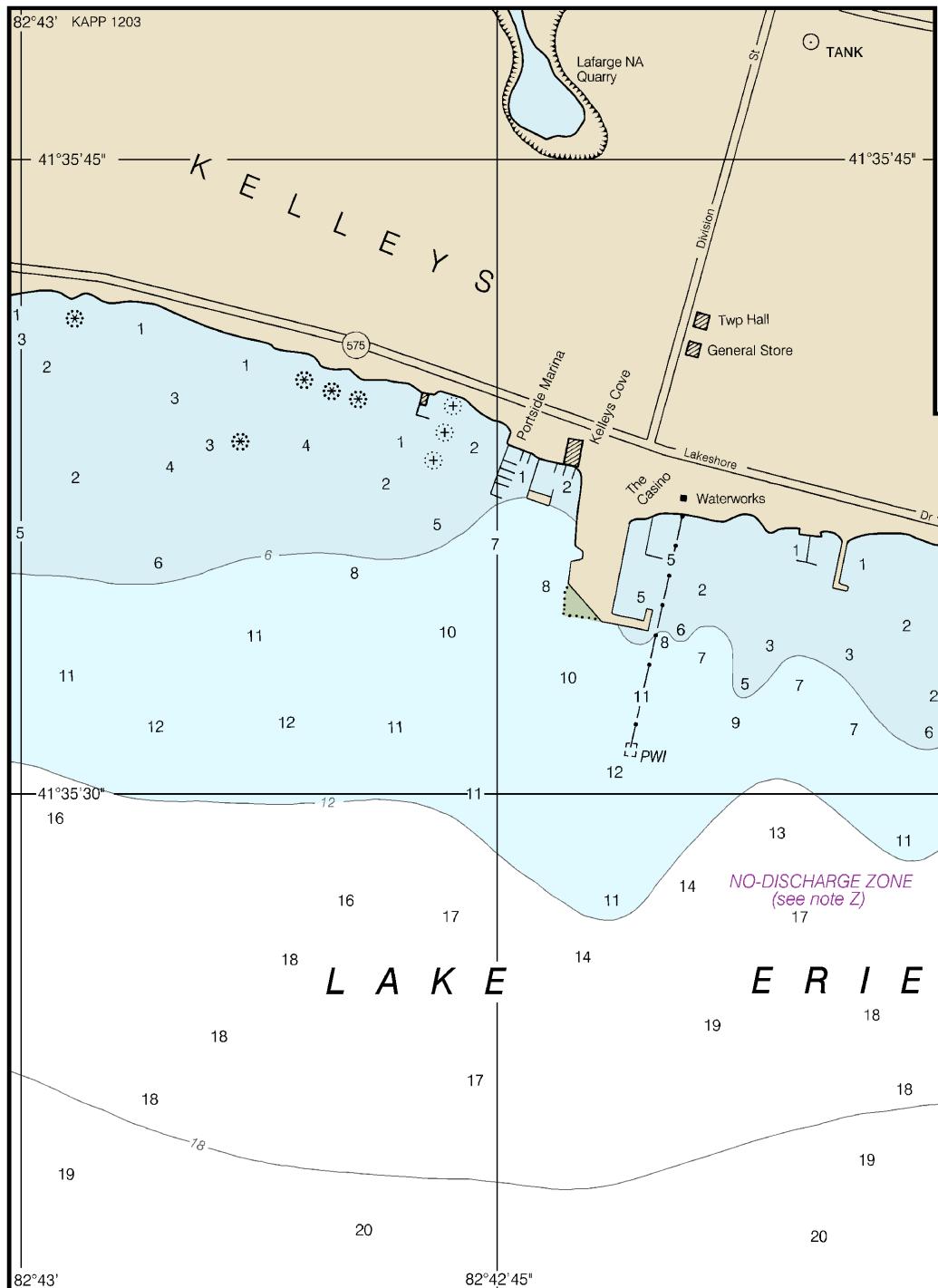
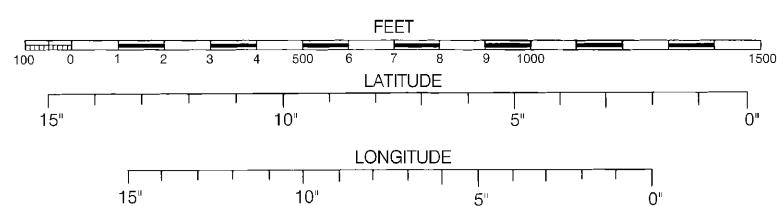
Last Correction: 1/31/2008. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0915 (9/25/2015)



HARBOR PLANS

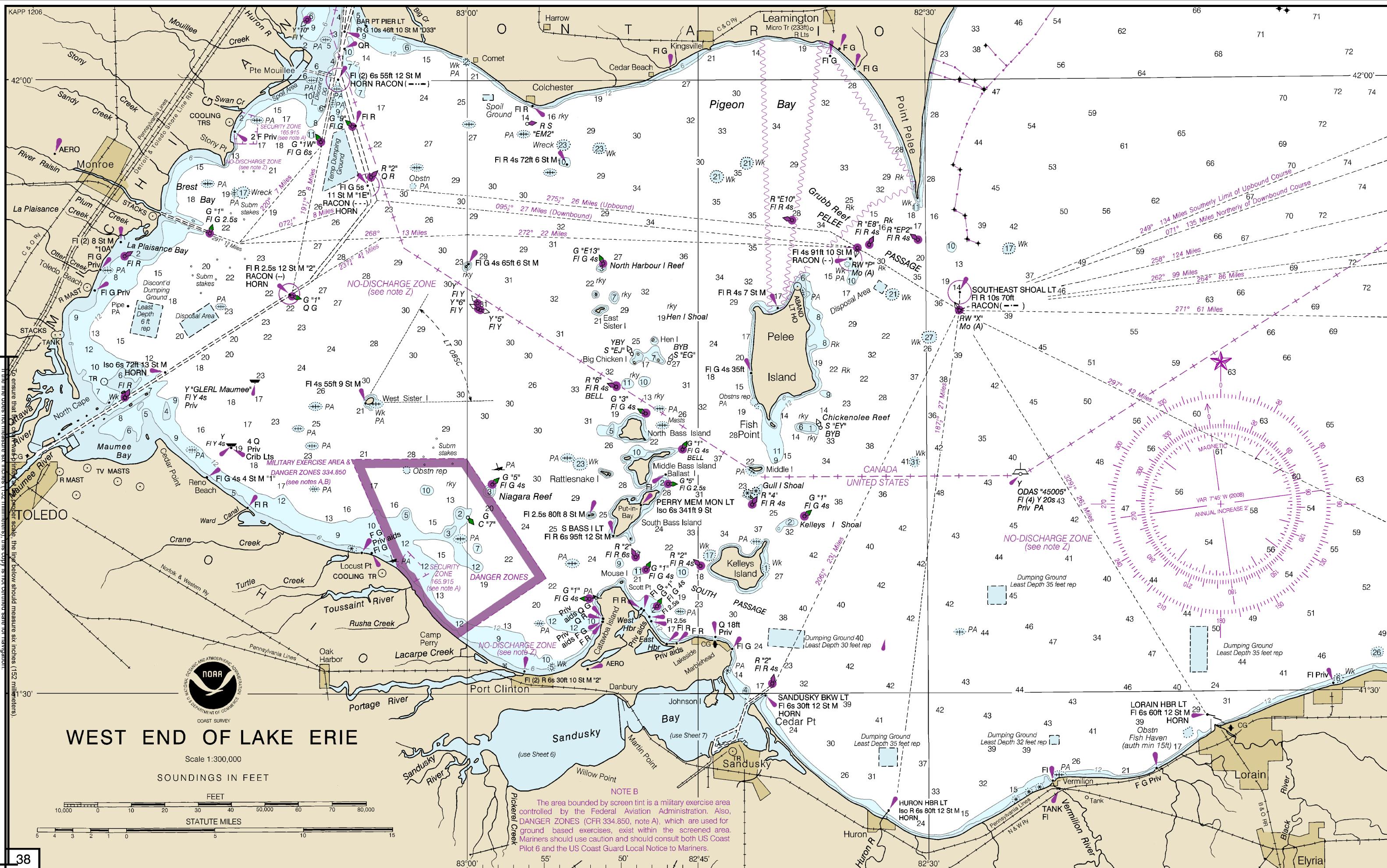
Scale 1:5,000

SOUNDINGS IN FEET



14842 15th Ed., Jan /08; Corrected through NM Jan 12/08, LNM Jan 1/08

Last Correction: 7/6/2009. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0915 (9/25/2015)



14842 15th Ed., Jan /08

Last Correction: 8/3/2015. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0915 (9/25/2015)

